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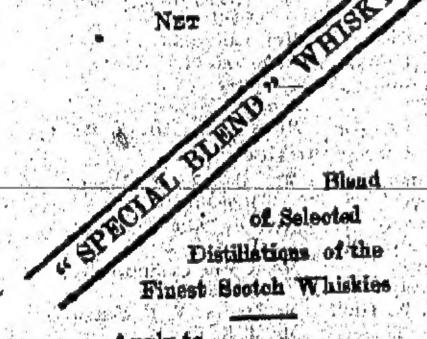
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TIME TABLE.

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3.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very & hour, 8.00 a.m. to 8.30 a.m. ... Every 15 minutes. 830 a.m. to 9.30 a.m. ... Every 50 minutes. 03) a.m. to 10.30 a.m. ... Every 15 minutes. 10.30 a.m. to 11.00 a.m. ... Every 10 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
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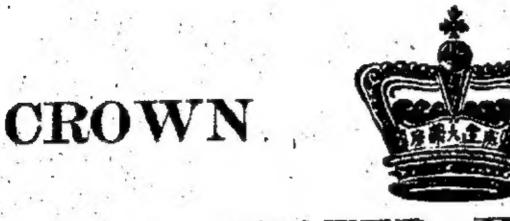
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Hongkong, 28th August, 1901.

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Hongkong, 8th September, 1900. "BOA VISTA" HOTEL, MACAO.

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us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY

On the 26th August, at the Government Civil papers please copy.) Hospital, Beneram ADAR FRANCE, of France Bungalow, Kowloon.

HONGKONG OFFICE: 14, DES VEUX ROAD CI. LONDON OFFICE: 131, FLEET STREET, E.C.

Honekone, 28th August, 1901

An able article contributed by a correspondent to the Times of the 22nd-ult. discusses | the Chinese Government for this purpose. the subject of the forthcoming French Treaty obligations, then, preclude France railway into Yunnan, and we trust that it from exclusive action in Yunnan. But the will receive the attention which it deserves i at home. The writer notes with surprise the slight comment occasioned in England by the swift passage of the Yunnan Railway | however, that while the energies of England Bill through the French Chamber and Senate. The resources and communications of Yupnan, as he says, were a few years ago eagerly debated. British enterprise was well to the front there when the Blackburn Chamber of Commerce despatched a commercial mission under Mr. Consul BOURNE, shout the time when a still more important expedition in quest of trade was sent from Lyons under M. BRENIER. The British Government secured the opening of Wuchow and Nanning as treaty-ports on the West River, and British Consuls were for the first time appointed to towns in that province. The extension of the Burma railway system to the frontier at Kunlon Ferry on the Salween was undertaken, and British engineers were sent to survey the region the writer whom we began by quoting between Burma and the Yangtsze. Finally says, can have no objection to French the English and French, in settling their projects for the industrial and comdifferences about Siam, introduced clauses into the agreement by which they bound themselves not to seek exclusive advantages in Yunnan. Up to this time, therefore, Great Britain certainly stood no inferior comparatively to any Power. Recent, c. euts, however, have distracted all attention at home from Yunnan, while in France on the other hand M. Doumen has skilfully worked up an enthusiasm for his favourite scheme which in his own Iudo-China he has failed to arouse. We have spoken before watching that the home authorities do not now of a certain dream of French poli- throw away by apathy the privileges conticians of the most advancedly expan- ferred on Britain as well as on France by sionist type to erect a Franco-Russian | the agreement of the 15th January, 1896.

barrier stretching from Siberia, via Tibet, to Indo-China, whereby Great Britain might be for ever cut off from the Yangtsze Valley on the land side. The Times correspondent, writing on this subject says: "That the Yuman railway scheme should be hotly pressed immediately upon the return of M. Delcasse from St. Petersburg may be merely fortuitous, though it has not been so regarded abroad. Thus "Times has suggested that when France "has secured a firm footing in Yunnan and Russia in Tibet, the Franco-Russian "chain will extend from the Baltic Sea to "the Gulf of Tonkin, and it will be "possible for the two allies to prevent trade " between China and the British possessions, "in Asia. It will also enable them to coin-"bine in any eventual operations either to "the north against China or to the south "against India." Now whoever refers to

"maps, of the region between Russian "Central Asia and Tonkin, will perceive interests in Hongkong will be looked after by " that the junction of Russia and France 19.20 | across a table-land, varying in altitude "from 6,000ft, to 16,000ft, and stretching "for nearly 1,000 miles, is hardly within the course, has declared that he only aims at ing to the local papers. the "pacific conquest" of Yunnan. But, consequences. The mere construction and working of the line may entail disturbances railway would facilitate; military operations may, if successful, end in a permanent CHATEAU LA TOUR CARNET, occupation of the province. These possible moment, not only to China, but to England

and her Indian Empire. We publish in another column some interesting extracts from notes by Captain We guarantee our Wines and Spirits to Yunnan railway. The Captain, it will be the best part of his life in Hongkong. He cent are no longer wishful of Boers being sent be genuine only when bought direct from seen, is no optimist about prefits from the was a rentier, and was one of the first to settle to their colony. They are asking that the War railway in the near future, but he holds, in the Kowloon peninsula. Mr. Erance was a Office expert who discovered that their island like many of his countrymen, who, though | native of Persia. not sharing the enthusiasm of M. DOUMER, have given their adhesion to the scheme. that the security of French Indo-China demands that France should not let another European Power settle boldly on the high table-lands close to Tonkin. It is hardly necessary to point out that no European Power intends so to settle. The only aspirations to suzerainty over Yunnan have been expressed by French writers. A section of Hospital, Louisa Jane Unner, beloved wife of the French colonial party is more outspoken ALBERT COLLETT, Inspector of Police. Wiltshire than M. Doumen. It is therefore necessary On the 27th August, at the Government Civil to insist, as the writer in the Times says, upon the fact that Yunnan is the common hinterland of Burma and French Indo-China, and that its appropriation by France cannot be tolerated. By the declaration of the 15th January, 1896, the English and French Governments agreed that-all privileges and advantages conceded in Yunnan to either Power in the past or in the future should be extended and rendered common to both Powers; and they engaged to use their influence and good offices with Times correspondent sees no urgency in the British line across the Burma-Yunnan fron- late Mr. Goodchild was a well-known persontier, the great field for our commercial work being the Yangtsze. Valley. He admits, Empress boats, and later on as manager of the are directed to this region her attention should not be diverted from Yunnan. He proceeds to quote in this connection certain words from the pen of M. LEBOY BEAULIEU: _ a It is carious to observe how, in France, " so soon as we have acquired a new colony, we no longer think of its resources, but

rather dwell on the wealth of the sur-

"rounding country to which it affords us

access. Then, on becoming possessed of

"this, we forget the good features formerly

" emphasised, and desire that which is still

further away, thus for ever leaving the

"substance for the shadow." As may be

seen, Captain FERNAND BERNAED makes

substantially the same observation. This

of the extremists of the French colonial

party is a dangerous factor in the situa-

mercial development of Yunnan, but the

railway avowedly constructed for this pur-

pose must not be made an instrument for

the stealthy absorption of the hinterland of

risk of this if we could hope for any pro-

gress in the near future with the Burma-

Yunnan scheme. But as this is considered

highly improbable by those best acquainted

with the state of affairs, all that remains

for us is to grow reconciled to the fact, while-

British Burma. It would obviate

tion in South China, Great Britain,

-Lieut-Colonel Hughes, R.A.M.C. leaves for Japan to-day on a two months holiday.

Yesterday morning the British transports Rojah and Sumatra left for Taku, and the Nurani for Calcutta. The German gunboat Iltis left for Swntow and Amoy.

The pom-pom battery of artillery, which arrived in the Colony some little time ago from the North, leaves for England to-day via "a South-German paper quoted in The Montreal. The battery left England some eighteen months ago for China.

Apart from the three plague cases (one in Victoria, 2 outside), with 2 deaths, the cases of communicable disease reported as occurring in the Colony last week were two of enteric fever (one European and one Portuguese, both in Victoria), both having a fatal termination.

The Italian Consul-General, Chevalier Z. Volpicalli, goes on leave by the s.s. Pera on Saturday next. He intends to start on his "large maps, and especially to geological holiday ris America, and will be away about six months altogether. During his absence, Italian the Austro-Hungarian Consul.

Siam, in spite of the supposed onlightenment of its king, and his predisposition to European methods of administration, is still a hot-bod of "range of practical politics, even if we robbers, the so called nakleng, who in twos and remain inactive while this great movement robbing and burning. Armed robberies, even proceeded." M. Doumen himself, of in Bungkow, are of frequent occurence, accord-

railway may incidentally produce political interest the upper part of the flagstaff from Vincent says :- Some two months ago the War attached the flag that. Sir Claude MacDonald | commanding the forces in Barbados, and Colonel and his helpers kept flying for so many anxious | Booth, R. E., to visit and report on St. Vincent flag is badly riddled and shredded by bullets. The reports were daly forwarded, and the the fusillade to which the defenders were

Beheram Adar Erance, died yesterday morning at the Government Civil Hospital, of dropsy.

On Monday night the Band of the 3rd Madras Light Infantry gave another open-air performunce at Kowloon, and was listened to with evident appreciation by a gathering of good proportions. The entertainment has proved such a success that we hope that the authorities will see their way, when the Madras regiment leaves, to continue the experiment with another | President Steyn's escape from Reitz when that regimental band. We have too little of this place was surprised by General Broadwood's kind of thing in the Colony.

In our report of the case at the Magistracy concerning "unnecessary noises," published in yesterday's issue, we were wrong in stating that "His Worship held that there was not sufficent evidence to prove that either complainant's residence or defendant's works were within the limits of the town." It should have been stated that His Worship held they were within the limits, according to Maxwell's Interpretations of Statute, from which His Worship quoted.

We regret to announce the death of Mr. J C. Goodchild, licensee and manager of Thomas Grill Room, at 12.30 p.m. yesterday. Deceased had long suffered with cancer in the stemach. and some months ago went to Shanghai to undergo an operation. His death, though regretted; was no surprise to his friends. The ality, first as chief steward of one of the Hongkong Hotel. Under his management the Grill Rooms became the popular resort they are. Heleureia widow.

Messrs. McAuliffe and Slavin now definitely announce their opening outertainment at the City Hall on the 7th prox. The show will be of a general nature; and will include a ten round bout between the principals themselves, two five-round contests between McAuliffe and another and Slavin and another exhibitions of American axe-swinging and torch-swinging, etc. Altogether the bill appears to be very attractive, and with such excellent exponents of boxing as Messrs. McAuliffe and Slavin in the main item, success is bound to attend the venture At any rate the audience will be able to feel certain that no such fiasco will be seen on the 7th prox. as has occurred at some previous boxing affairs here. perpetual craving for advance on the part

> The letter which appeared in Monday's issue, under the head of "Correspondence" and signed "Engineer," was inserted by us mistake, the letter being a personal one to a member of our staff, and was not written for publication. The letter was intended to induce our representative to enquire into the facts of the case, and it was not meant to supply them. We have made enquiries, and have had it fully demonstrated to us that Mr. Leigh-whose professional standing in the Colony is too well known to be questioned-was correct in his remarks in the Police Court, and consequently the Magistrate's decision was a right one. "Engineer" was under a misapprehension owing to the facts not being fully stated in the report. of the Police Court proceedings. While on the subject of Buildings, we might mention that the Government are giving serious consideration to the subject which is beset with many difficulties,

The Paknam Railway Co., Ltd. of Bangkok, has paid its shareholders a dividend of five per cent, for the half-year ending 30th June, 1901.

Nineteen engineers arrived in Manila receptly, sent out by the U.S. War Department to till the offices of supervisors in the different provinces.

Judging from a report on the coal resources of the Philippines, by C. H. Burritt, Chief of the Mining Bureau at Manila, coal will prove one of the chief sources of wealth in the islands.

United States Senator W. A. Clark, according to the Novoe Vremya, has joined with Kief capitalists in establishing a copper company having a capital of .15,000,000 roubles, Clark supplying 12,009,000 roubles. With M. Margolin, one of the directors, Clark is going to the Government of Semiplatinsk to examine the mines there.

Admiral Richelien, head of the Siamese Navy, tendered his resignation on the 9th inst., and will retire on pension. Admiral Richelien had a most prosperous career. Years ago he came to Siam as the second mate of a sailing barque, He left his ship in Bangkok and joined the Siamese Navy, rising rapidly (not a difficult matter in those days) until he occupied the chief port in the Navy. He is a great favourite of the present king, as was proved, when in spite of the fact of having been "assume that the English in India would three or even larger bands scour the country, accused by his enemies of having left his flag-French sailed up the river in 1868, he still retained his post.

King Edward is said to have inspected with A telegram to the Daily Mail from St. weeks against almost incessant attack. The with a view to Beer prisoners being sent there. and the number of holes in it give some idea of climate and general conditions favourably referred to. The home authorities, however, seem to have lighted on the brilliant discovery that canefields are usually located in swamps A well-known and familiar member of the and declined to consider St. Vincent as a Parsee community, in the person of Mr. suitable place on those grounds. And to further illustrate the accuracy of the War Office's knowledge of the West Indies, the officers were The decensed arrived here about forty years instructed to report on Antigua, another purely ago at a comparatively young age, and spent sugar-growing island. The people of St. Vin-Mr. Chamberlain has now stated that there is no foundation for the rumour that a sottlement of Boer prisoners in St. Vincent is under-

> A correspondent writes from Kroonstad under date 21st July: -I have gathered from a trustworthy source the following details of excolumn. On the night preceding the surprise, General Broadwood made a forced march with the object of surrounding the village, which is situated among kopjes and hills, before dawn. Through a mistake on the part of a guide, however, the column only arrived within three miles of Reitz at daybreak. The 7th Dragoon Guards, who formed the British advance guard, on nearing the village, immediately galloped into the place, and seeing some tents, rode up to them. Here and in the neighbouring houses the Dragoons captured 29 officials of the Orange Free State Government. One of the prisoners was having a bath in a house at the time of his capture. Another mun, in his shirt sleeves and without boots, was seen to bolt out of a dwellinghouse into an outhouse, from which he almost immediately emerged, and, jumping on a barebacked pony, galloped off. This was Mr. Steyn. A sergeant of Dragoons, the best shot in his regiment, tried to fire on the fugitive at a range of 50 yards, but the oil in the breech mechanism of his carbine was frozen, and the weapon missed three times. Thus the ex-President

SUPREME COURT.

Tuesday, 27th August.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (ACTING CHIEF JUSTICE).

LUK LAI CHO v. KINGHORN AND MACDONALD. His Lordship gave his decision on the point of law for the consideration of which the Court was adjourned on the previous day. This was the admissibility or otherwise of parallel evidence—that is, oral evidence to interpret a

written document. His Lordship said the point he had to decide arose out of the second paragraph of the defendants' answer, in which was mentioned, in the following terms, a note, handed by the defendant to the plaintiff:- "We are now in a position to accept your offer definitely for the purchase of Kowloon Marine Lot No. 39, for the sum of \$325,000 net, and will not enter into further negotiations with any one." reading the whole of the paragraph and quoting authorities, His Lordship said he could not get over the words "now in a position," which to his mind implied the surmounting of difficulties Unit have previously existed. He therefore.

refused to admit the evidence. Mr Francis-In consequence of your Lordship's decision, which practically amounts to judgment for the plaintiff, I should like to ask that, in view of a possible appeal, your Lordship will permit all the written correspondence to be put in, to form a basis for argument on the appeal. If we go to the Court of Appeal, it is best to know exactly what evidence we propose to put in.

Mr. Pollock had no objection to all the documents going in. His Lordship-Under these circumstances judgment will be for the plaintiff, with costs,

reference as to damages to be made to the On the application of Mr. Francis, the question of damages was allowed to stand over tillthe end of the October Bessions. The Court then adjourned sine die.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FROM OUR CORRESPONDENTS. THE WAR IN SOUTH

AFRICA.

London, 26th August, 4.5 p.m.

STEYN, DE WET, AND BOTHA DEFIANT.

Lord Kitchener has received a long and argumentative statement from Mr. Steyn respecting his proclamation. Mr. Steyn says that he will continue the fight. mandants De Wet and Botha have written to a similar effect.

BOER SURRENDERS INCREASE. Lord Kitchener states that the Boer surrenders have lately increased considerably. Commandant Delarey has issued a counter-

DISASTER NEAR LADYBRAND. A party of sixty-eight British has been

captured near Ladybrand. The prisoners were released by the Boers. Our casualties were one killed and four wounded.

REUTER'S SERVICE.

LONDON, 24th August.

FRANCE AND TURKEY. The Salian, yielding to the demands of M. Constans, has issued an irade confirming the concessional rights of the quays company. The settlement of the other claims is considered

imminent.

LONDON, 25th August.

THE BOERS AND LORD KITCHENER'S PROCLAMATION.

Commandant Delarey has issued a proclamation warning all Boers against Lord Kitchener's last proclamation, and stating that he will continue the struggle. The Boers are pressing south to Cape Colony, from the midland district.

Scheep via commande is threatening Dudtshoorn, Cape Colony.

The livers are active in the Dordrecht district.

QUEEN VICTORIA MEMORIAL FUND.

SUBSCRIPTION LIST. The Hon. Treasurers forward us the follow-Hongkong & Shanghai Bank \$2,500 Jardine. Matheson & Co. ... Butterfield & Swire Hongkong Rope Manufacturing Co., Green Island Cement Co., Ld China & Manila S.S. Co., Ld. A. H. Rennie Canton Insurance Office Hongkong Fire Insurance Co China Sugar Refinery China Fire Insurance Co... ... Humphreys' Estate & Finance Co.... A. S. Watson & Co. ... Victor H. Deacon ... Caldbeck, Macgregor & Co. John D. Humphreys & Son Johnson, Stokes & Master Reiss & Co. Hongkong Daily Press Douglas Lapraik & Co. W. R. Loxley & Co. .. Palmer & Turner Leigh & Orange ... China Provident Loan & Mortgage Yangteze Insurance Association Ld. Hongkong High Level Tramways ... Bradley & Co. John Hastings Gibb. Livingston & Co. Gilman & Co. Holliday, Wise & Co.... Lane, Crawford & Co. Linstead & Davies Jno. J. Francis W. G. Humphreys & Co. John D. Hutchison & Co V. A. Caesar Hawkins G. H. Medhurst H. E. Pollock Wilkinson & Grist Harry Wicking J. Honkgong Telegraph Co., Ld. ... A. G. W180 ... C. Lwens A. Babington D. E. Brown A. G. Stokes R. B. Moorhead

Further subscriptions will be gladly received by the undersigned, addressed to the Hongkong and Shanghai Bank. C. P. CHATEE, Hon. Treas. T. JACKEON,

A. Tillett

J. Farrow ...

THE CASE OF INSPECTOR MILLS. HARSH TREATMENT OF A SANITARY

In April last, it will be remembered, Inspector Mills, of the Sanitary Department, was arrested on a charge of manslaughter, on the evidence of three Chinese, who alleged that he had caused the death of a Chinaman by pushing him from the roof of a house, which he, Mills, was inspecting, Mills denied the charge, and stated that the deceased was asleep, and on being suddenly aroused by a rush of coolies from the rooms below, who were trying to escape the inspector, he rolled from the roof and was killed.

Previous to his employment as inspector, Mills had resigned from the Gaol, where he served as a gaoler. He was originally a soldier, and claims to have good papers. While he was employed under the Sanitary Board here he bore a good character.

On being charged at the Police Court with manslaughter, Mills pleaded not guilty, and was subsequently released on bail. Being in receipt of a salary equivalent to \$105 per month, and having a wife and children-one of who died during his trouble-Mills was unable to engage a lawyer, having no money, and the Government which he served declined to provide him with counsel, although the accident had I taken place whilst he was engaged in his duty.

Being in a state of mind which can easily be conceived with such a grave charge against him, Mills as a last resource, was compelled to borrow \$200 to secure a lawyer, and this sum was made up of small amounts, such as \$2 and 85, contributed by Chinese. .

Having engaged counsel he received the

following :-62, Queen's Road Central. Hongkong, 14th May, 1901. Dear Sir, -- I send you on the other side a copy of a letter I have received from the Sani-

It is for you now to decide whether or not you will retain counsel. I should strongly advise you to do so. I am, Dear Sir,

Yours faithfully,

J. F. REECE. Mr. JOHN MILLS.

Sanitary Board Office, Hongkong, 14th May, 1901. Sir.-In reply to your letter under date of

11th May, 1901, I am directed to inform you that an application by Mr. John Mills for the payment of part or the whole of the expenses of his defence on the charge of manslaughter which has been brought against him will be considered by His Excellency the Governor if, and when, he is acquitted. I have the honour to be, Sir,

Your most obedient servant. (8d.) G. A. WOODCOOK, Acting Secretary.

J. F. REECE, Esq.

In due course Mills was committed for trial, but before the day appointed something apparently went wrong with the syidence for the prosecution, for the case was withdrawn by Proclamation! Had the evidence for the prosecution been in any way reliable the case could not possibly have been withdrawn. Qu. 18th May, Mills was called before the Chief.

Justice and dismissed. The same day Mills resumed duty as Sanitary Inspector, and sent in the following letter :-

Hongkong, 20th May, 1901. Sir, -I have the honour to inform you that the Attorney General declined to proceed with the charge of manslaughter brought against me by Wong Num, Wong Sz and Wong Ini, and requested the Chief Justice to discharge me by proclemation.

This was accordingly done to day by His Lordship, and I now beg that you will request the Government to assist me in the payment of the expenses incurred by me to defend myself against this charge, which was incurred in the execution of my duty. I attach Mr. Reece's receipt for \$200, which

has already been paid by me with money which I have been compelled to borrow. I have the honour to be, Sir,

Your obedient servent, JNO. MILLS. Inspector of Nuisances.

Dr. FEANCIS CLAEK. Medical Officer of Health.

The cheque was duly sent to Millsand he cashed it, and paid back the money he had originally borrowed, excepting small amounts totalling \$20, due to four persons. Mills alleges that these four persons refused to receive their money back because they told him they had instructions not to accept it. At the shop of one of these, 185, Queen's Road Central, the Chief Detective Informer, Chi Hing, was present and told Mills to pay the money instead to the Superintendent of Police, which Mills declined to do. Some time after this Mills received the following:-

Colonial Secretary's Office, Hongkong, 13th June, 19017 Sir. I am directed to forward to you, which I do herewith, four charges against you of procuring contributions towards defraying legal expenses connected with your defence upon a criminal charge of manslanghter. I am also to call upon you to state in writing.

within seven days of the date of this letter, any grounds upon which you rely as exculpating yourself from these charges or any of them. and also, in the event of your admitting any by such charges, any grounds which you desire to urge against your being suspended from office, or otherwise punished as provided for by the Colonial Office Rules and Regulations. I have the honour to be, Sir, Your obedient servent,

T. SERCOMBE SMITH. Acting Colonial Secretary.

Mr. J. Mills, Inspector of Nuisances. (Enclosure.)

That on or about the 3rd day of May, 1901,you did procure either directly or through your interpreter, one Ng Yui-ki, the payment of the sum of ten dollars by one Li Shan-fan, of the Lai Hing shop, No. 153, Queen's Road Central, as a contribution towards the legal expenses which you were then incurring for your defence upon a charge 2. That on or about the 4th day of May, 1801,

you did procure either directly or through your interpreter, one Ng Yai-ki, the payment of the sum of one dollar by one Man In-cho, of the Tetra Heung teachop, No. 150, Queen's Road Central, as a contribution towards the legal expenses which you were then incurring for your defence upon a 3, That on or about the 6th day of May, 1901,

charge of manslaughter. you did procure either directly or through your interpreter, one Ng Yui-ki, the payment of the

sum of five dollars by one Li Yau-tsfin, of the Ki | SPORTING AND OTHER NOTES. Shangpawnshop, No. 185, Queen's Road Central, as a contribution towards the legal expenses, which you were then incurring for your defence upon a

charge of marshaghter. 4. That on or about the 5th or 6th day of May, 1901, you did procure either directly or through your interpreter, one Ng Yui-ki, the payment of the sum of two dollars by one Chan Tung, of the Ki ling pawnshop, No. 1, Wing On Street, as a contribution fowards the legal expenses which you were then incurring for your defence upon a charge of immelaughter.

Inspector Mills replied as follows: 2, High Street. Hongkong, 18th June, 1901.

Sir,-I am in receipt of your letter No. 9 of the 13th inst. The same has had my enrnest consideration, and I respectfully beg to submit the following:-A .- I admit the charge of procuring contri-

butions towards defraying legal expenses connected with my defence upon a criminal - charge of manslaughter brought against me. B.-I am unaware that in doing so I committed any breach of the Colonial Rules and Regulations. Your letter under consideration does not specify such rule or regulation.

C .- In connection with such charge, I beg to respectfully submit the following explanation. It is unnecessary for me to go into the details of the charge of manslaughter, as they are known to you, and also the fact that such charge was withdrawn against me. When such charge was preferred against me at the Police Court, 1 occupied a very painful position as a Government servant. I auticipated that Coupsel would be placed at my service to defend me against, as was subsequently proved to be, so unjust charge incurred whilst I was in the execution of my duty. Such Counsel not being forthcoming, I was compelled in vindication of my public and private positionson my personal responsibility to engage a lawyer. I did this after consultation with the Head of my Department, who was unable to promise me any financial assistance in defraying my legal expenses.

as without the assistance of a lawyer, and if a start takes place the wrong side of the D.-On the advice of my friends, for considering the seriousness of my position, I solicited subscriptions which would entitle me to engage Counsel for my defence.

E .- In doing this I was unaware that I committed any breach of the Colonial Rules or Regulations.

F.—Subsequently when the charge against me was withdrawn, I received from the Treasury a cheque covering the cost of my logal expenses, for which I was deeply grateful. I then rofunded as many subscriptions as I was able to. G .- In conclusion I respectfully submit-and considering the great trouble I experienced and the unjust and shameful position I occupied when prosecuted on so serious a charge, incurred through an infortunate mishap whilst zealously engaged in the execution of my duty -that I should be granted compensation. I respectfully trust that this will have your

kind consideration. I have the honour to be, Sir, Your most obedient servant, JNO. MILLS.

Inspector of Nuisances. The Hop. T. SERCOMBE SMITH, Acting Colonial Secretary.

This evoked the following reply: Colonial Secretary's Office. Hongkong, 29th June, 1901.

Sir,-In continuation of my letter No. 9 of the 18th instant, I am directed to inform you that, as your written reply of the 18th instant was not considered by His Excellency the Governor such as to excalpate you from the charges brought against you, the question of your suspension will be brought before Executive Council on the 9th proxime, at 11 a.m., and that you will be allowed to appear before the Council on that date and at that hour to defend yourself orally.

I have the honour to be, Sir, Your most obedient servant, J. H. STEWART LOCKHART, Colonial Secretary.

Mr. J. MILLS, Inspector of Nuisances.

Inspector Mills states that he duly appeared before the Executive Council, presided over by H. E. Sir Henry Blake, and admitted borrowing the money (he had done so before he was accused -see letter of 20th May). He pleaded that in doing so he was unaware that he had broken any Colonial Office Rule or Regulation. When Superintendent of Police, and Chi Hing, the to carry to reduce their superahundant fat and Chief Detective Informer, should attend, as well as other Chinese. The case was adjourned.

At the second hearing, about a week later, the two witnesses Mills first requested were not they had sent in written statements (which were still. A few snipe are down, and one gun is said present, and on his asking why, he was informed not read to him) and were unable to appear.

the original charge, but was punished on a subsequent charge (of which he had no notice) namely, that he borrowed money and did not return it. He pleaded he was unable to do so when the men would not accept it.

The punishment inflicted on him was that his annual increment would not be granted from the 16th November, 1901, for twelve months. In addition he was severely reprimanded.

On the 1st August, 1901, Mills states that he sent in his pay-sheet, and when it was returned he found his incument had been stopped from

the 11th inst. The following letter is scarcely to be wondered

Hongkong, August, 1991. Sir, I have the honour herewith to tender you my resignation as Sanitary Inspector of the Sanitary Board, which I trust will be at once accepted and permission granted to me

to leave immediately. My reasons for leaving the service should be readily understood by you and H.E. Governor, for I consider that in regard to the stitude of the Government towards me in connection with the charge of manslaughter, and its subsequent harsh treatment of me after I was proved to be innocent, are reasons why l should resign on the first opportunity.

I have the honour to be, Sir. Your obedient servant, JNO. MILLS.

Inspector of Nuisances. Medical Officer of Health.

Dr. FRANCIS CLARK,

Accepting the verbal statements of Mills to be correct he assures us that he is prepared to swear to them, while the written would be superfluous. It is hard to believe that such treatment as alleged could transpire

The Gymkhana had a little more go about it than usual, but this sort of entertainment does not afford much minisement, as is shown by the attendance, to the general public, who would no doubt much prefer a second race meeting to be held about the end of September. Surely the sporting element in Hongkong is quite strong enough new to-support two meetings a year. As perhaps at first the entries for the September meeting would not be so numerous as for the February meeting, the former inight be a two days' meeting instead of three There would be still time between the two meetings to hold one or two Gymkhanus.

The handicapping at the Gymkhana for the top weights was fairly good, but the newly imported Esan, the Arab Lancer, and one or two others might have been let in a little lighter. Favourite Rose avidently an improving horse, while Loyc is a greater cur than ever, and trainer is certainly going the wrong way to work if he wishes to train him to run a straight race. A horse like this must get used to his jockey, and it is utter nonsense to say that a Chinese boy is the only man in Hongkong that can hold him. Let the horse be properly bitted and I am sure any decent riders, like Messrs. Cruikshank and Pontifex, can hold him, and Loyalist, after being ridden by one of them in shown him in Court was the same. a few training gallops and backed about a little, will get used to his rider and run a much better

The starts on Saturday were dangerously near the starting posts, and the starter should remember that a flying start is not allowed, and starting post it is no race.

With regard to the coming cricket week, I Singapore is bringing up a stronger team than forged. This was the first time he noted that they brought before. This does not look bright for Hongkong, as we appear to have no fresh blood, and although we are fairly strong in batting, we sadly need another bowler or two | before we can make much of a fight against the strong teams that are said to be coming against us. In tennis we have Pinckney. Haucock, Pontifex, Cox and others to choose from, and we can certainly hold our own in singles or doubles. I have not heard if any challenges have been sent out by the Golf Club, but the Straits, even with the large number of players they have to select from, will find it difficult to bring up a better pair than Forrest and McMurtrie; I hope to hear that challenges for this, the oldest and best of games, have been sent both to Shanghai and the Straits.

A new system of physical culture is described in the last edition of Sandow's Magazine, and is set forth in one word-"Vibration." The system consists in tensing the muscles and then vibrating them hard for a minute. That guaranteed to give greater solidity of muscle meet anyone while on his way to the Treasury. than any other system, and even increase the

height. To give one extract: "For the muscles of the lower part of the trunk hold the muscles rigid and vibrate from to prove a guilty knowledge by defendant that the traffic. side to side. As a corrective against corpulence | the note was forged. and for reducing the size of the waist this exercise is stated to be far superior and quicker in its results than any other. One patient Dr. Thomas (the discoverer) took in hand was directed to perform this exercise twice a day for two minutes at a time, and in one month she had reduced the size of her

waist by four inches. work a day to take off four inches of fat, which must mean a reduction in weight of at least a stone! It is certainly, if true, a very easy asked if he desired to call any witnesses, he way for the many people in the East who put forgery. Three to four persons were deceived, requested that the Hon. F. H. May, Captain on more flesh than it is convenient or healthy get more enjoyment out of life in consequence.

Sport in Hougkong, with the exception of the ordinary games of golf and polo, and the Gymkhana last Saturday, is rather at a standto have got 6 or 10 couple last Sunday, but I VETERAN.

MARINE COURT. Tuesday, 27th August.

BEFORE THE HON R. MURRAY RUMSLY. HARBOUR MASTER.

FAILING TO REGISTER DISCHARGE. The first clerk of the Harbour Office charged Chan Kan, certificated engineer No. 665, with neglecting to report his discharge from the steam launch Wing Loe, according to the regulation made by H. E. the Governor in Council under the Merchant Shipping Consolidation Ordinance of 1891.

The prosecutor said the Harbour Office had received a letter from the owner of the steam launch Wing Loe, saying that defendant had been discharged a month ago. However, the latter had never registered his discharge. Defendant stated that he was told to go to Canton by his employer. He went to Horbour Office and told the first clerk.

latter told him to come back with the owner of the launch. His mother was ill, and in the worry and trouble he afterwards forgot to report. He was fined \$3, or seven days' hard labour.

LATEST STEAMER MOVEMENT. The N.P. steamer Olympia sailed from Tacoma for Japan and Hongkong on the 24th

HAIR PRESERVED AND BEAUTIFIED. only reliable preserver and restorer of the hari is ROWLAND'S MACASSAR OIL, which closely resembles the oily matter nature provides for nourishing and stimulating its growth, without gvidence cannot lie comment on the above which the hair becomes dry, thin, and brittle. hair, and for children it lays the foundation of a luxurious growth. Also in a golden colour for and so discredit an honourable. British Service; fair and golden-haired ladies and children. Ask and we trust that, if any refutation is possible, Stores and Chemists for RowLand's Macassas The Owl Pri it will be placed at our disposal for publication. OIL, of Hatton Garden, London.

POLICE COURT.

Tuesday, 27th August. BEFORE MR. HAZELAND.

UTTERING A FORGED BANKNOTE. Chau Chang Ping, shopkeeper of Bonham Strand West, was charged before His Worship yesterday morning with uttering a forged fiftydollar note, well knowing the same to be forged. Detective Sergeant Cuthbert conducted the examination on behalf of the presecution.

Mr. Wilkinson appeared for the defence. The first witness called, Mr. H. M. Mann, cashier, Chartered Bank of India, Australia and China, testified that he recognised the note, (exhibit A) as a note issued by his bank. It was a tou-dollar note raised into a fifty-dollar note. Next witness called was Mr. Glendinning, assistant to Mr. Kennedy, of the Horse Repository. Examined by Sergeant Cuthbert be stated that he remembered the 8th inst., on which date he lent a dog-cart for hire to defendant. The price of hire was \$6. Defendant gave him a \$50 bill. He recognised the bill produced in Court. He took the bill to ber. Kennedy, who gave him the change, 344, which he handed to defendant.

By Mr. Wilkinson-He had no suspicious that the note was forged. other Chinese accompanied defen-They all drove off together accompanied by a matoo and a driver. He never noticed that there was anything written on the back of the note at the time. He was told afterward that the note was forged. He did not know. He could not say whether the note

Now you say you can't swear to it. Witness-It looks like it.

Mr. Kennedy was next called and stated that he note produced in Court was the one. He could swear to it. He gave his assistant the change wanted. He handed the note, a \$10 bill and some small money to his clerk, Mr. Silva, to pay into the Treasury. The clerk went and took the money to the Treasury. He brought of these that are situated seven or eight hundred it back aga'n, and said the \$50 note was

By Mr. Wilkinson-When he received the note, he looked, but could notice nothing wrong with it. He was under the impression at the time that the bill given was a \$50 bill. When banding it to his clerk, he was under the impression he had handed him a \$50 note. also handed his clerk a \$10 bill and some small money. After his clerk came back he sent for a detective, and drove after the defendant, and eventually caught him and brought him back

to the Repository. By the Court-Defendant had hired the dog-cart for the afternoon. Mr. Silva, the clerk, was then called and stated that on Thursday afternoon, the 8th inst., he was handed a 850 bill, and \$15 in smaller notes, a total of \$65, by Mr. Kennedy, to pay into the Treasury. He recognised the note produced in Court. He gave Se5 to the shroff of the Treasury, who took the money and handed him back the \$50 bill, saying it was forged. He then went back to Mr. Kennedy and gave him the note, after which he went to the police

station and informed the inspector in charge. By Mr. Wilkinson-He had received the money all together from Mr. Kennedy. counted it to see that it was \$65, but did not examine it. He saw the shroff at the Treasury count it, and immediately hand back the \$50 bill, saying it was a forged note. He did not This closed the evidence for the presecution.

Mr. Wilkinson, addressing the Court, said there was no evidence upon which a conviction could be based. There had been no attempt His Worship-Yes, if I were to try the

case; but it is a different thing when I have to commit it for trial to the Supreme Court. Mr. Wilkinson-You have no right, Your Worship, to commit the case for trial when no guilt has been proven. It would be unfair to my client and no jury would convict him on such scanty evidence. If no guilty knowledge can be Just think of it, all fat men, four minutes proven, there is no case. If a person or persons must be committed to stand their trial. In this case it is not feasible that my client could have had a guilty knowledge of the note being a

duty of the magistrate to balance the evidence produced; this would be to arrogate to himself the daty of the jury. If a prima facie case had been made out, that was all that was necessary to justify committing defendant to stand his

trial at the Supreme Court. Mr. Wilkinson-Quite right, Your Worship, Mills alleges that he was not convicted on hear that several men who went out did not get if a prima fac e case has been made out. hear defendant's statement, I can prove by a reports of the Lyonnaise Mission place it at witness who gave him the identical note that he had no guilty knowledge of it being forged: His Worship consented to hear defendant's statement, and Mr. Wilkinson then said that defendant was a rich man's son. borrowed Still from a man, named On Ham Lam, who would be called as a witness, the sum of S6). The lender had given him the

forged \$5) note. Defendant was quite ignorant of the fact that it was forged. On Ham Lam, being called into the witness box, stated that he was a trader in Bonham Strand West. He knew defendant, who lived in the same shop with him. He remembered giving defendant \$60 on the 8th inst. He gave the money in banknotes, one of \$50 and one of

Court was the same. Mr. Wilkinson-I submit; Your Worship, that defendant had no guilty knowledge of the

forgery of the note. His Worship in delivering indgement said he was inclined to believe that no jury would convict defendant on the evidence produced. What made him more inclaired to believe that defendant was innocent of any guilty knowledge was the fact that he tendered the note before starting for the drive. Had he done so after returning, it might count against him. However, he was convinced that there was not sufficient evidence to ensure a conviction. would accordingly dismiss the charge. note was to remain in the hands of the police

until claimed. UNLAWFUL STORING OF SULPHUBIC ACID. Two Chinese merchants were charged with storing sulphuric acid in their premises without

Defendants pleaded that they were ignorant of the necessity of having a licence. The Court sentenced both to a fine of \$10.

The Patentoes-Macniven & Cameron, Limited DESERVE A NATIONAL MEMORIAL for their excellent inventions." -- Dover Chronick THE WAYERLEY PEN. THE PICKWICK PEN. THE MONDOS PEN. Waverley Works, Edinburgh

From some interesting notes by Captain Fernand Bernard, a correspondent sends us the following extracts, which deal with the French Yunnan:---

branch of the long artery which will perhaps

drain for our advantage the riches of Yunnan and Szechuen. This Tunnan question exercises a strange attraction for minds inspired by a thirst for new conquests. The building-up of an immense colonial empire in twenty years has not satisfied us. Ever, step accomplished brings about another, and yet we do not seem to understand that wonderful empires foundedby rival Powers have been formed stop by step. that their prosperity proceeds from old and slowly developed germs. The patient exploitation of a country appears to us an unsatisfactory process. Since the heroic efforts of Francis Garnier and Jean Dupuis to penetrate into-Yunnan, many events have taken place, and we are now the owners of a country of which we formerly did not know the wealth, The treasure in Yunnau is illusive, but a fecund field is to be found in Indo-China. We have conquered an admirable country, open to the sea and presenting, from Saigon to Langson, from coast plains to interior tablehands, all those climatic conditions that go to make a country wealthy-a country, too, peopled by a quiet, hard-working race, and rich in unworked shown you was the same defendant gave you. mines. We are seeking new channels for our in China, and there, without doubt, will abound of our actual empire. The ten millions of Indo-Chinese inhabitants appear to us of no imporwith a \$50 note on the day in question. The tance; we look for more from the peoples of the high regions, Miao Tse, Pahis, and Lolos-We ahandon the mines that are hidden in mountains in the immediate neighbourhood of the sea, and look forward to the exploitation

> miles from the coast. The line from Hanoi to Lackai and Yunnan is the necessary instrument of our future policy. Besides that, it is asserted that the line will Bengal. bring to Haiphong all the products of Central Asia. That its exploitation will have important results does not, however, seem certain. The country between Vietri and Laokai is nearly all desert, and we cannot expect local traffic of any great amount, nor an important movement of passengers. In these circumstances we cannot look for a repetition of the results obtained this year by the Phulangchuong-Laugson line. This line, which is one hundred kilometres long, derives nearly a third of its receipts from the transport of troops for military posts on the route and beyond it. The Langson railway, on the otehr hand, transferred in 1899 all the working | we shall not let another European Power settle stock and the personnel engaged in the construction of a branch line and in the widening of the railroad. This was an accidental traffic, and the receipts of the line, which has been open for five years, hardly reach £152 per kilometre. charge to support; that fact must be appreciated. There is, besides, between Hanoi and Langson Formerly there was a road from Phulangchaong, but it was abandoned, and eventually the iron bridges were carried away. Some of them lie beside their ancient site, others have been used in the construction of the Lackai-

You Bay road, which has gained a manopoly of The traffic with Yunnan of the Vietri. Lackai line only reached 10,030 tons lac, year. Traffic from Haiphong to Lackai can be effected by steamhoat or junk from Yen Bay, and the price per ton is, in the case of a steambout, 50 to 53 francs, and of a junk, 36 to 33 francs -that is to say, from 9 to 12 centimes per kilometric ton. With the average at 10 centimes, the receipts will reach 1,000 francs. The trade, it is true, may increase, but even the most optimistic do not look for anything beyond 40,000 tons, which would still represent a considerable annual deficit. From Lackai to Meng-Tse it is possible to get better, but yet ridge, explained to counsel the it was not the insufficient, results. The present charge for traffic is 38 centimes per kilometre, and the railway may establish high tariffs-15 to 20

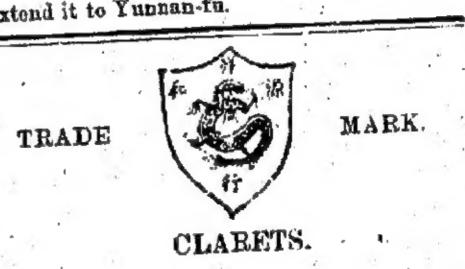
centimes, for instance. We hope for the development of Yunnan, but we are ignorant of the nature of the province. The population is estimated at from ten to twelve millions, but the commercial are only five millions of inhabitants, but these calculations are evidently pessimistic, and we reject them on that ground! Yunnan possesses an extensive area, and the railway between CH. PONTET CANET Meng-Tse and Yunnan-fu will only affect a part of the province. In Europe, when calculations are made as to the probable amount of traffic, only those localities placed within ten kilometres of the line are taken into the calculation. Going on the assumption that in Yunnan we have a zone of quadruple breadth. a line 400 kilometres long will only interest \$10. He could not swear the note produced in one or two millions of natives. Its scope of action, however, could be widened by the construction of roads or branches.

Yunnan has been described as a country incomparable in its possession of mines. Investigations show that the most important of these mines are to be found farther inland, in the Kweichow and Szechuen provinces. first consideration are the coal-mines, but although undoubtedly rich they are never likely. to rival those in Tonkin and Annam, on account of the heavy cost of freight, which to Haiphong alone is 50 to 60 francs. For many people, moreover, Yunnan is only a halting-place on the journey to Szechuen. All the products of that province, one of the richest and most densely peopled in China, would flow away by the new road that has been offered. Chungking-fu is by road 2,200 kilometres from Shang All the advantages, therefore, seem to lie with THE Undersigned, being closely connected Tonkin. The problem however, is not an easy. one. Chungking fu is 750 feet above sea level and Yunnan-fu 2,280 feet. Admitting two railroads starting from Chungking-fu and reaching to Shanghai and Haiphong, the first would

FRENCH RAILWAYS IN YUNNAN. present only insignificant declivities within a hand, the second would run continually through a region of mountains. In spite of the difference in the length of the two lines, the cost of railway line which is to penetrate into carrying a ton of freight from Chungking-fu to Shanghai or Haiphong would be the same. The Haiphong-Hanoi line is only the first But we must not fail to observe that steam packets can run to Nanking, some 300 kilometres distant trom Shanghai. Launches of smaller draught can go to Hankow, 650 kilometres up the river, and large junks to Ichang, which is only 500 kilometres from Chungking fu. Lately, steamers of a special build have been introduced for negotiating the Ichang rapids; they go beyond Chungking-in as far as Sni-fu. A railroad direct from Chungking fu to Hankow would be only-850 kilometres long, and would reach to within 1,200 kilometres of Nanking The construction of such a line would absolutely

ruin the Yunnan-fu railway. What, after all, could be the traffic of our railway? The total export trade of China amounts to 1,700 millions of francs. Of this sum 130 millions goes to France-120 millions may be obtained. for exports. We wish to construct 2,500 kilometros of railway line for the carriage of goods, especially silk, our output of which is valued at from 25 to 30 millions and represents a tonnage of 45,000. Foreign traffic would probably continue to pass through Shanghai. We must certainly note that the largest commercial houses realise all the trade in Hankow: This city is the most important business centre We fear that the English will construct a line from Burma to Szechuen, and accordingly deem it indispensable to anticipate them. If, however, both lines were successfully constructed, the English line would immediately pusaess a considerable advantage. It would have access to the Bay of Bengal, and would thus be in touch with European ports. Besides that, it would in all probability establish communications between China and two enormous reservoirs of men and wealth-Burms and

To recapitulate, though the project of a railway from Haiphong to Central China seems so tempting, the fact must be faced that for a long time the traffic receipts would be small in proportion to the amount of capital that would have to be risked. If we finish the railway at Yunnan-fu. the yearly traffic, reckoning all expenses, might be at least 100,000 tons on the Vietri-Lackai trunk and 50,000 to 60,000 tons on the Laokai-Yunnanfu branch. Other motives however, illustrate the advisability of a line from Lackai to Meng-tse, and even to Yunnaufu. The security of our Colony demands that boldly on the high table-lands close to Tonkin, and bur prestige requires us to fulfil all our engagements. Nevertheless, we must not delude. ourselves. For a long time we should have a heavy FROM TACOMA, VICTORIA, YOKO. We must try a plan that will adapt itself to no natural way to compete with the railway. the country and the insignificant transit we can foresee. We could construct the line at first from Laokai to Mong-tse only, and later, extend it to Yunnan-fu.



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LAND and PUGET SOUND, are always prepa d to book orders for any specifications at LOWEST RATES. SIEMSSEN & CO. Hongkong, 14th February, 1901.

NOTICE OF FIRM

NOTICE.

TATE have This Day Authorised Mr. HUNG MAK HOL 洪墨海豹 and Mr. CHOI PO SIEN 蔡寶善翰 to SION OUR NAME PER PROCURATION. A CHEE & CO. Hongkong, 16th August, 1901.

NOTICES TO CONSIGNEES IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES. THE Company's Steamship

"PRINZ HEINRICH," OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowleen Wharf and Godown Co., Limited, Kowloon, whence delivery

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY, 22nd inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th August, will be subject to rent. All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on TUESDAY, the 27th August, and THURSDAY, the 29th August, at 9.30 A.M. All claims must reach us before the 4th September, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the

NORDDEUTSCHER LLOYD. MELCHERS & CO.,

Agents. Hongkong, 22nd August, 1901, "INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S.S. "LONGSHIPS."

CONSIGNEES of Cargo ex s.s. Longships from New York are hereby notified that their Cargo transhipped at Singapore into the 8.8. Prinz Heinrich, has now arrived, and is being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon.

Consignees are requested to immediately send in to the undersigned Original Bills of Lading, in exchange for which they will receire Local Bills of Lading on which delivery can be obtained.

JARDINE, MATHESON & CO., Agents. Hongkong, 23rd August, 1901. NORTHERN PACIFIC STEAMSHIP

COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR." HAMA, MOJI. VLADIVOSTOCK AND PORT ARTHUR.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersigns. ture and to take immediate delivery of their

Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consigness' risk

DODWELL & CO., LIMITED, Hongkong, 26th August; 1901.

STEAMSHIP "INDUS." COMPAGNIE DES MESSAGERIES

MARITIMES. NOTICE.

CONSIGNEES of Cargo from London and Havre, ex s.s. Tigre, and from Bordeaux, ex s.s. Ville de Valencienne, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns. of the Hongkong and Kowlcon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees

before Noon TO-DAY, the 26th inst., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 2nd September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 2nd September, or they will not be recognised. All damaged puckages will be examined on MONDAY, the 2nd September, at 3 P.M. No Fire Insurance has been effected. P. DE CHAMPMORIN,

Acting Agent, Hongkong, 26th August, 1901.

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Manager, Hongkong.

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Hongkong, 4th January, 1901.

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Hongkong, 21st June, 1901.

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Hongkong, 9th July, 1901. 1730

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E ROAD, and Nos. 3, 5 and 6, RICH. MOND TERRACE

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BRITISH NORTH BORNEO.

TYENDERS are invited for the General composedly. I Farms for a period of three years commencing from the 1st January, 1902, as herein

below described :ture and sell row Opium, Chandu and Opium Dress in British North Borneo and Labuan. Spirits as are usually comsumed by Chinese and other Asiatics, and the right to issue licenses to sell Wines, Beer and Spirits under

Notification dated 1st February, 1893. PAWN-BROKING. The sole right to keep Establishments.

GAMBLING. The sole right to keep and to license the keeping of Gambling Houses. (1.) These tenders must be sent under sealed cover to reach Sandakan by noon on the 31st day of October, 1901, and must be addressed to the Secretary to the Covernor. The words | mitted. "Revenue Farms," must be written on the

ontside of the envelope. (2.) The Laws and Regulations governing these Farms can be seen on application at the Office of Messrs. Guthrie and Co., Singapore, through, in very much the same way, I expect, of Messrs. Gibb, Livingston and Co., Hongkong, of the Malay Mail at Kwala Lumper older than you, I may be able to-advise you." and of the Treasurer-General at Sandakan.

(3.) The Opium Regulations are similar to those in the Straits Settlements.

to those in the Malay States. (5.) These Tenders are invited for the whole sketches. "May I look at these?" Territory, but any tenderer may submit a separate tender for any of these Farms or for any portion of the State of British North

the Security to be offered, which must be partly in cash, to be deposited in an approved the little bundle. Bank, and partly in land and house property. (7.) The Government does not bind itself to accept the highest or any tender. LABUAN.

The Colony of Labuan will be included in the British North Borneo Farms for Opium, Spirits and Pawn-broking. Sandakan, 8th July, 1901.

LESSONS IN FRENCH.

NIEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate. Piesse address-

Care of Office of this Paper Hongkong, 23rd February, 1901.

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THE OBSTACLE.

ARCHIBALD EYRE.

Success is a comparative term; no doubt there are many who would despise the measure which had fallen to the lot of Mary, Tiller. She, however, was satisfied. It is not every woman who, troading the precarious path of a literary career, can attain to even a modest

competency at the age of thirty-five. Mary Tiller's income was drawn from two sources. She was the editress of a penny weekly paper for women, and for her services a grateful management allowed her a hundred and fifty pounds a year. Then, and this was the other source of her affluence, she was under contract to provide once every six weeks a complete story for publication in the weekly series known as the Hearth Novelettes. For each story, running to about twenty thousand words, she received fifteen pounds. There were little odds and ends of literary work she accomplished in the year, which brought up her gross annual income to the

truly imposing figure of three hundred pounds. She lived for many years in the same lodginghouse in Bloomsbury, having gradually descended from her original altitude on the third floor. Now that she was stationary on the ground floor, with parlour windows that looked out upon the street, the easy familiarity of her landlady was subdued by traces of deforence. at Shanghai, Manila, Paris and Iloilo | Mary was entitled, as of right, to the best china and to the piano, not to speak of the wax flowers and ornamental jars that decorated the

Mury had no ambition; she had no desire for fame of any kind She wrote for a livelihood, Hongkong. Established 1859. Views, as a carpenter might make a table. She never called her work an art, and never attempted to disguise the fact that it was of no value. whatever, save in so far as it was able to entice a copper coin from the pockets of a section of the general public. She was the reverse of sentimental. She was a brisk, business-like little woman, who regarded all things from the point of view of common sense, and possessed somewhere in her nature a whimsical sense of the absurdity of things.

One morning she sat at the window, looking out at the business men hurrying to the city. Mrs. Strong, the landlady, was clearing away the breakfast dishes. The front door slammed and the next moment Mary Tiller saw a young man pass the window.

" A new lodger?" she asked. "Yes, 'm. A young artist gentleman, name of Duriant, comes from the country.' A few days later, Mary Tiller met the ne lodger in the hall, and wished him good-morn-

ing. He responded, reddening in an absurdly boyish fashion. After that they nodded to each other when they met, as they sometimes did, in Fleet Street, and elsewhere. Miss Tiller noticed that as time went on, there was a growing look of depression on his face. "Not getting on," she said to herself, and

feit sorry. One evening, Mrs. Strong, while getting the tea things, gave signs of inward perturbation. Miss Tillor, who was at her desk, describing in. the present tense the attractions of a goldenhaired governess who was playing havor in a

domestic circle, looked up. "Anything the matter?" she asked pleasantly Mrs. Strong sniffed. "I've had to give the third floor notice," she said. "Mr. Durrant!" exclaimed Mary. "And

Not 'nd a penny of rent these three weeks.' " Dear, dear. I wonder if I could help him." Mrs. Strong was of opinion that there was no necessity for her ground floor lodger to bother about a mere third floor occupant; but

Miss Tiller thought otherwise. "There was a time when I should have been greateful for a helping hand," she observed more to herself than to her landlady. "And it was when I lived on your third floor, Mrs. Strong," she added.

"I don't never remember your being in ar-rears," said the landlady genially. Miss Tiller did not answer. Her mind flitte

back to a time in the past when she had slipped out of the house with her watch and chain, and returned with its equivalent in cash in order to satisfy her weekly bill. "I should just like to talk to him for a few minutes," she said: "It can't do any harm, and

-and-he is very young. When she had finished her tea, she wen slowly up the stairs, every step of which was familiar to her, and tapped at the third floor

"Come in," shouted someone. She entered "Good evening, Mr. Durrant," she said. The

young man was sitting at the table in his shirt sleeves, a pipe in his mouth, sketching rapidly OPJUM. The sole right to import, manufact with knitted brows. He rose hastily when he saw who his visitor was. "You will think it strange of me bursting in

SPIRITS. The sole right to license the upon you like this," Mary remarked, " but I manufacture and sale of such Wines and thought you wouldn't mind my looking in for

The young man found her a chair and struggled into his coat simultaneously. Mary Tiller

"I suppose it isn't quite conventional and al and license others to keep Pawn-broking | that," she went on, "but I understand we are both dwellers in Bohemia. So it doesn't matter. "It's very good of you," he answered in some embarrassment. She looked at him with her clear grey eyes.

"You are an artist, aren't you?" she asked. "I do a little in black and white," he ad-She regarded him kindly. "I's pretty hard to get on, isn't it?"

"Very," be answered. --- I have been through all you are going she continued. "Perhaps as I am so much "You write, don't you?" he asked.

She nodded. "Yes, I write." There was a light pause. "I wonder if you (4.) The Gambling Regulations are similar | would let me look at some of your work," she said at length. The table was littered with

"Certainly," he replied. "I'm afraid they are not very good. I am sick of turning ou work which never seems to go off my hands. He went and fetched another handful of (6.) Every tender must state the nature of sketches, and put them before her, standing behind her chair while she went slowly through

When she came to the last she turned to him. "They are good, I think," she said briefly. "I am not an expert, but they strike me as first

His face glowed. "These are the first words of praise I have heard since I came to London. "Give me a half a dozen of your sketches." said Mary. "I may be able to get you a job. The man who did the illustrations for the Hearth Novelettes died last week, and I don't think his place is permanently filled."

"It is exceedingly good of you," he began. "Don't thank me," she said hastily. "You may not care about the work. I expect the pay is pretty poor, and it isn't high class work.
You may despise it," "Oh, no, I shan't despise anything," he

replied, confidently. "It can't be worse than

the sort of trash I have been doing for the Half- the lamp in her hand bore it to the mirror over penny Jester. It caters for errand boys, I think." the mantelpiece. For some minutes, she carechen maids. That is a bond of sympathy at a little; and replacing the lamp on her writing any rate." She took the sketches he had table, sat down and began to write the opening selected, and turned them over. "You will get | chapters of a new novelette.

on; it is only a question of time." She rose and held out her hand. "Good light, Mr. Darrant; keep a good heart." He opened the door for her, and she went out.

On the landing she turned. "If you look into my room to-morrow evening, I will tell you the result of my interview with the Hearth people."

The next evening young Durrant knocked at Miss Tiller's parlour door, and was admitted He was a little shy at first, but shyness sat not ungracefully upon him. He was certainly goodlooking, with a boyish frankness it was difficult

Mury made him sit down. She had on hor Sunday blouse, but that was no doubt a

"I've good news for you," she said. "The Hearth people want you to illustrate a number on trial. She picked up a bulky manuscript. "It is some of my rubbish you have to start on." He regarded her with obvious gratitude in his eyes. "Thank you," he replied simply. "I'll put my best work into it, because it is your story.'

She langhed. "Don't do that, or you won't have a chance. You mustn't do good workyou must forget all you know about anatomy. The girls' waists must be abnormally small, the men's shoulders ridiculously broad. Neither man nor woman must have feet in any degree proportionate to their height, and you must not forget to give the hero a lovely moustache." "Really!" he said, rather bewildered.

She went to a corner and fetched a heap of back numbers, and together they went hrough the bundle, laughing at the abourdity of the drawings and of the letterpress beneath.

"And what is my text?" hejasked. She thought. Picking up the manuscript, she ran through its pages.

"This might do for the frontispiece. 'Lord Affleck started back, as Ermyntrade drew from her bosom a dagger. Stand back, my lord, she cried. 'unless the next moment is to be your last!"" "It is certainly very dramatic," said Durrant,

struggling to retain his laughter. "Very," assented Mary, drily. " And this might do for the centre page. " I have always loved you, she said, burying her blushing face on his breast'" She pitched the manuscript on one side. "There, you needn't bother to read the story. 'Lord Affleck' is a villain, 'Ermyntrude' is the heroine, and wears her hair down her back-a strange custom for a governess, when one comes to think of it; and the other man is the hero, with a moustache, of course, and he proposes in an orchard.

"If I may, I will look in to-morrow and shew you my drawing?" said Durrent rising. She nodded brightly. When he had gone, she sat late staring into the dying fire.

Soon, very soon, an evening visit became a fixed institution. Mary was able to assist Dur-rant to a small extent. But the time so in came when he began to secure work on a higher plane. She had believed in his merit from the first, add now that others were finding it out, she felt as pleased as if the success had been purely personal.

But success did not come to him all at suce, and in the meantime the friendship of the two steadily increased. . One evening, some months later, Durrant

came into her room with elation visible on his "I see you have good news," Mary said. "I have indeed." He sat down in his usual chair, with eyes that sparkled.

"Perhaps it won't lead to much, but-" "Oh, yes, it will lead to a great deal. Only what is it!" "You know Egerton Moore!" "Of course." Moore was a star in the jour-

"Go on," she said.

nalistic heavens of the first magnitude. "He saw some of my work somewhere, and was struck by it. He has asked me to illustrate. one of the articles he is doing for the Daily It. lustrated in the series London by Night."

"Good indeed!" she cried. "My dear boy, you are getting on. "I muy not satisfy him," he replied, with EXTRA QUALITY; EXTRA DRY that feigning of despondency with which the young veil their assurance of success.

"I am to go down to some Jewish plays in Whitechapel to night," he went on. "We are to work together. The things that strike him, he wants to-strike me in the same way." She looked at him thoughtfully. "He thinks perhaps you may not quite grasp-his-point-of-

He got up and stood with his back to the "I am going to do what I can, at any rate. I bought some of his books this morning, and have be 'mugging' them up. I think I understand the way he regards life. The

question is whether I can put it into line.' Mary Tiller poured him out a cup of coffee. "I wonder if you know how much you have helpod me," he continued.

"I am glad," she murmured. "If I were only sure-sure that I were on the road to success, I would say more, much Her colour-deepened. -Her woman's instinct

warned her that danger lay ahead. Her fingers tightened on the saucer, as she handed it for she felt it was a safeguard.

." Success means hard work," she went on, assuming her old sisterly tone, yet a little ashamed of the platitude. -" I am prepared to work hard," he answered eagerly. "Is that all it means i"

"I cannot tell what success means to you," she answered. "Everyone has a different interpretation. He was silent, and then a flush rose to his

"To me, success means money enough for-two." The words were simple words, but the cup commenced to tremble in its saucer. She raised her eyes slowly, and tried to smile. but there was consternation in her heart. "What do you mean?" she asked. " You surely guess."

"I do not guess," she answered steadily. "Supposing I were to tell you that I loved someone -- someone who had a sufficient income I who have to struggle to pay my weekly bill. No man in my position could ask that someone to marry him. Could he?"

She did not answer. "He could not," he went on decisively, unless he were a cad, or unless the certainty of success had dawned. Has such a certainty

dawned in my case?" She smiled and shook her head, "Stupid fellow!" she said, "you are far too young to think of marriage, and in any case you would not be justified in doing so in your present circumstances." "You feel that?" he asked.

"I am certain of it," she replied with decision, her eyes boldly meeting his. He turned away relinquishing his hold on the saucer. Her grasp, too, had lessened, and the cup fell to the ground breaking in pieces amidst

a pool of coffee. In the confusion thus caused

When he had gone away. Mary Tiller sat

musing. Suddenly she sprang up, and taking .

contimentality vanished.

Mary laughed. "And my work is for kit- fully scrutinised her features. Then she sighed (To be continued.) .

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| DESTINATION | VESSEL'S NAME | | 1 | The second second | P. & O. S. N. Co. | On 31st inst., at Noon. |
| | مستعد سندس سأدو كالمناز مستدور والأحساس ووا | Brit, str | 2 m. | G.M. Monttord, E.N.R. | BUTTERFIELD & SWIRE | On 3rd September. |
| LONDON, &C., VIA PORTS OF CALL. | MASSILIA | 73 14 .4. | 2 m. | or asside databases | BUTTERFIELD & SWIRE | On 17th September. |
| LONDON, &C., VIA PORTS OF CARRY | STENTOR | The 24 sales. | 2 111. | | Description & CHIPF | On 1st October. |
| LONDON | AJAX | The de later | 2 11. | | BUTTERFIELD & SWIRE | About 15th September. |
| LONDON | ORESTES | 1 24 22 . 4 | 2 m. | Th 187-1124 | MELCHERS & Co | On 5th Sept., at Noon. |
| LIVERPOOL DIRECT | PRINZESS IRENE | Ger. str | | P. Wettin | TO COOK OF COOK | About 7th September. |
| LIVERPOOL DIESOL STORY | LICINGE THEFT | Brit. str | | E. P. Martin, R.N.R. | NIPPON YUSEN KAISHA | On 6th Sept., at Daylight. |
| MARSEILLES & LONDON ANTWERP, V. B'PORE, &C. | BANCA MARK | Jap. str | 2 m. | F. Davies | Manney Vyrony KAISHA | Off South Dobes, as and again |
| MARSEILLES LONDON & ANTWERP, V. S'PORE, &C. MARSEILLES LONDON & ANTWERP, V. S'PORE, &C. | DINGO BLANCE | Jap. str | 2 247 | J. W. Wale | HAMBURG-AMERIKA LINIE | On 5th September. |
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| HAVE & HAMBURG | ANDALOSIA | Ger. str | | Sachia | HAMRURG-AMERIKA LINIE | On The October |
| HAVRE & HAMBURG | L'ARABIA | Ger. str | | Christiansen | HAMBURG-AMERIKA LINIE | OH Shir Livitation |
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| | | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | an entra servanje i pe i ecentre | HAMBURG-AMERIKA LINIE | On 7th September. |
| NEW YORK NEW YORK NEW YORK | I. F. CHAPMAN | Ger. str. | 2 m. | Forst. | ARNHOLD, KARBERG & CO. HAMBURG-ABERIKA LINIE SHEWAN, TOMES & CO. CANADIAN PACIFIC R. CO. | On or about 25th Oct. |
| NEW YORK NEW YORK VIA SUEZ CANAL NEW YORK NEW YORK NEW YORK | ARAGONIA | Amr. ship. | i 1 m. | | CANADIAN PACIFIC R. Co | To-day. |
| NEW AOIST AIR BREE CHARLES | MANUEL LILAGONO | Brit str. | 2 h. | O P Marshan, R.N.B | C. CANADIAN D. CO | On 4th September. |
| NEW YOICK SHANGHAL &c | FWLESS OF THE | Brit. str. | 2 m. | TT MA cost of t | . United and a second | Charles Sant |
| VANCOUVER, VIA BOUF & | ATHENIAN | Brit. str. | m. | W. Watt | NIPPON YUSEN KAISHA | On 2nd Soptember, at with |
| VANCOUVER VIA SHANGHAI, &c | BRAEMAR | Jan. str. | 2 m. | J. W. Ekstranu | Manney VUSEN KAISHA | On 10th Sept, at 4 P.M. |
| VICTORIA, B.O., & MANGHAL &C | KAGA MARU | Tun utr | 2 m. | i O. Ohno | A TOP | On or about four Septement |
| VICTORIA (B.C.) & SERVICE P. VIA SHANGHAI, &C. | RIOJUN DIARC | - Ruit str. | 1 m. | | Thomas Wagen KAIRWA | On 17th Bept, at 100m. |
| VICTORIA (B.O.) & Sharran | INDRAVELLE | Jan. str. | 2 m. | | D. orne Matt. S. S. Co. | On Blat mst. |
| PORTLAND COLOR SHALL &C | WREGICK BEARS | Amer str. | 1 m. | | Daymonderell & Swike and | On or about the select |
| SAN FERNON CHANGHAL &C | PER | Brit. str. | 111. | *** *** ***************** | CYPE LIVINGSTON & Co. | On oth Dept. no knows |
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| SAN FRANCICO VIA SHANGHAI, &c. AUSTRALIAN PORTS. AUSTRALIAN PORTS. AUSTRALIAN FORTS. AUSTRALIAN FORTS. YOKOHAMA VIA SHANGHAI, NSAKI & KOB | EASTERN | Brit. str. | 2 m. | | | The MAN TO THE STATE OF THE TENTON |
| AUSTRALIAN PORTS | TAIYUAN | Jan. str. | 2 m. | N. Tate | R. P. & O. S. N. Co. BUTTERFIELD & SWIRE. | On or about 9th Saptemoer. |
| AUSTRALIAN | ROSETTA MARCHINE | Hrit. str. | 2 m. | C.F. Lockstone, R.N. | BUTTERFIELD & SWIRE | On 31st inst. |
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| YOKOHAMA VIA SHAMOTIA | KANSU | Jan. str. | 2 m | F. L. Sommer | NIPPON YUSEN KAISHA | On 13th Sept., at Daylight |
| YOKOHAMA VIA SIIANGHAI, N'SAKI & KOB KOBE & MOJI | HAKATA MARU | Jap. str. | 2 m | N. Trent | NIPPON YUSEN KAISHA | On 27th Sept., at Daylight. |
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| KOBE & YOKOHAMA KOBE & YOKOHAMA | INABA MARU | Toy str. | | A. E. Moses | NIPPON YUSEN KAISHA | On 3rd September. |
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| TIENTSIN | FOOCHOW | Dail otn | 10 11 | L | P. & O. S. N. Co. | On or about 30th inst. |
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ABRIVAL. Aug. 27, DAPHNE, German steamer, 1,291, E. Schipper, Augustki 21st August .- Siems

TIENTSIN

SHANGHAI

SHANGHAR

Aug. 27, Sullberg, German str., 780, Jessen, Canton 27th August, General.-Sigmssen

Aug. 27, KATSU AMA MARU, Jap. str., 1,098, Hayashi, Canton 27th August, General. CHINESE. Aug. 27, HARATA MARU, Jap. str., 3,816, F. Sommer, London 19th July and Singapore 22nd August, General.-Nippon Yusen

Aug 27, Hipsand, British str., 1,040, Murray Crockett, Moji 21st August, Coal.-JAR-

DINE, MATHESON & Co. CLEARANCES.

AT . PE HARROUR MASTER'S OFFICE. 27th August. Formosa, British str., for Shanghai. Fushun, British str., for Shanghai. Haiching, British str., for Haiphong. Mausang, British str., for Sandakan. Taisang, British str., for Shanghai. Tingsung, British str., for Hongay. Nanchany, British str., for Canton, Independent, Gorman str., for Chefoo. Alexandra, German str., for Singapore. Hailan, French str., for Pakhoi.

DEPARTURES. 27th August.

RAJAH, British transport, for Taku. NURANI, British transport, for Calcutta. SUMATRA, British terusport, for Taku. ILTIS, German gumbout, for Swatow & Amoy-FORMOSA, British str., for Shunghai. Fuseun, British str.; for Shanghai. TAISANO, British str., for Shanghai. MAUSANG, British str., for Sandakan. HAICHING, British str., for Haiphong. TINGSANG, British str., for Hougay. NANCHANG, British str., for Canton. ALEXANDRA, German str., for Hamburg. HAILAN. French str., for Pakhoi. INDEPENDENT, German str., for Chefoo.

VESSELS IN DOCK. 27th August.

ABERDEEN DOCKS .-KOWLOON DOCKS .- Canton River, Victoria. Solent, Georges Valentine, Celeste Burrill. COSMOPOLITAN DOCK .- Peru.

SHIPPING REPORT. The British steamer Hipsang, from Moji 21st August, had calms and light air to south point of Gots Island. To Heachen fresh N. to E. wind with high S.E. swell; fine weather and smooth sea to port.

VESSELS ON THE BERTH

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Captain J. Rattenbury, will be despatched as THE Steamship DIAMANTE." above TO-MORROW, the 29th instant, at The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric

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"YUENSANG." Captain Rolfe, will be despatched as above on FRIDAY, the 30th instant; at 4 P.M. This Steumer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

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"MASSILIA." Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 31st August, at Noon, taking passengers and

cargo for the above ports. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for Lendon, &c., will be conveyed via Bombay with transhipment.

Purcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's

Bills of Lading. For further particulars, apply to Superintendent,

Hongkong, 19th August, 1901. THE OSAKA SHOSEN KAISHA, .

FOR TAMSUI VIA SWATOW AND AMOY. THE Company's Steamship

"DAIJIN MARU, Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 1st September. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Hougkong, 26th August, 1901.

FOR NAGASAKI AND VLADIVOS-

" "DAPHNE."

Captain Schipper, will be despatched for the above ports on TUESDAY, the 3rd September, For Freight, apply to

Hongkong, 24th August, 1901. THE OSAKA SHOSEN KAISHA,

LIMITED. FOR ANPING (VIA SWATOW AND AMOY). HE Company's Steamship

"MAIDZURU MARU," Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 4th For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Hongkong, 24th August, 1901.

Hongkong, 24th August, 1301.

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NIPPON YUSEN KAISHA

Quick despatch.

On 4th September.

On 1st September.

To-morrow, at 11 A.M.

To-morrow, at 5 P.M.

On 10th September.

On 30th inst., at 4 P.M.

On 13th Sept., at Noon.

On 11th Sopt., at Daylight.

On 31st inst.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE; YOKOHAMA AND VICTORIA, B.C.

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PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION). "EMPRESS OF INDIA"....Comdr. O. P. Marshall, R.N.R..WEDNESDAY, 28th Aug., 1901 EMPRESS OF JAPAN' ... Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept., 1901 "EMPRESS OF CHINA"...Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct., 190 * "TARTAR," 4,425 Tons... Comdr. E. Beetham, E.N.R... WEDNESDAY, 30th Oct., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN. of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continen FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Nava Military, Diplomatic, and Civil Services, and to European Officials in the Service of China an

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP Japan Governments. (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World'. Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operate through which the Railway passes. by the Company, and their appointments and Cuisine are unexcelled.

· GF SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings. taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Hassengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agen Pedder's Street.

Hongkeng, 8th August, 1901.

HAMBURG-AMERIKA NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION. SAILING DATES DESTINATIONS.

STEAMERS. {HAVRE & HAMBURG ... Colombo)} On 5th Sept. { Freight and Passage. SIBIRIA Capt. Porzelius...... ARAGONIA NEW YORK VIA SUEZ CANAL ... On 7th Sept. Freight, ARABIA HAVRE & HAMBURG..... On 19th Oct. Freight at (Calling at Singapore and Penaug)... On 19th Oct. Passage. Freight and Capt. Sachs KOENIGSBERG Capt. Christiansen ... BAMBERG Capt. Jacobs For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

| (THE ATEL | | n mo Atorration. |
|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PROTECTED SAILIN | GS FROM HONGKONG-SUBJECT | CATTINI HATER |
| STEAMERS. | DESTINATIONS. | (FRIDAY, 30th Aug., at |
| WARTE WARTE | KOBE and YOKOHAMA | DAVINATE OF COMMENTS |
| F. L. Sommer | KOBE and To a State which to | |
| F, II. Domine | VICTORIA, B.C. and SEATTLE, | MONDAY. 2nd Sept., at |
| KAGA MARU | U.S.A. VIA SHANGHAI, MOJI, | A.P.M. |
| J. W. Ekstrand | KOBE and YOKOHAMA | |
| 100 | MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, | FRIDAY, 6th Sept., ats |
| BINGO MARU | PENANG, COLOMBO & PORT | DAYLIGHT. |
| F. Davies | | |
| | SAID | TUESDAY, 10th Sept., at |
| KAGOSHIMA MARU | MOJI KOBE and YORUMANA. | Noon. |
| ** ** ** · · · · | | FRIDAY, 13th Sept., at |
| AWA MARU | LUADE and YOKOHAMA | DATTICHT |
| II Trout | TOTAL VIL SINGAPORE and | FRIDAY, 13th Sept. at |
| MIKE MARU | ACT OMBO | 14001. |
| M. Yagi | TOTOPIA RC and SEATTLE, | MONDAY, 16th Sept., at |
| RIOJUN MARU | U.S.A. VIA SHANGHAI, MOJI, | 4 Р.М. |
| O Ohno | TARREST and VOKUHAMA | |
| O, Onto | MARSEILLES, LONDON, and | ONL Cont of |
| | (・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・ | TO A DECEMBER OF THE PARTY OF T |
| TAMBA MARU | The second of th | -DAYLIGHT. |
| J. W. Wale | (SAID YOU'C | Daniel Sant at |
| YAWATA MARU | The second of th | Many 20th Deput |
| A. E. Moses | (日本) (日本) (日本) (日本) (日本) (日本) (日本) (日本) | FRIDAY, 27th Sept., at |
| INABA MARU | | DAYLIGHT. |
| W. Boinbridge | WORK and TOTALDNIE W | |
| | SYDNEY and MELBOURNE, vi | FRIDAY, 27th Sept, at |
| ROSETTA MARU | MANILA, THURSDAY TOTAL | 4 P.M. |
| N. Tate | TOWNSVILLE and BRISBAN | r the Principal Cities in the |
| Through Passenger | Tickets and Bills of Lading issued for | AT NORTHERN RAILWAY BUU |
| TT-thad States Canada, D | mu Entrope, an estate | |
| Atlantic Steamers. | . Paggara Sailings. | &c. apply at the Company |
| For further informa | tion as to Freight, Passage, Sailings, | al. |
| Local Branch Office at P | rince's Building, First Floor, Chater Ros. A. S. | MIHARA, Manager. |
| | | The state of the s |

NORTHERN PACIFIC STEAMSHIP CO.

SAILINGS FROM HONGKONG, VIA SHANCHAI. INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH PACIFIC RAILWAY COMPANY.

| 1 | NORTHERN | PACIFIC | RAILWAY COMPANY Proposed Sailing |
|---|---------------------------------------|---------|--------------------------------------------------------------------------------------------------|
| 1 | Steamer. | Tons. | |
| 1 | BEAEMAR DUKE OF FIFE OLYMPIA VICTORIA | 2,837 | W. Watt J. B. Cox J. Truebridge J. Panton September Srd September 10th Outober 1st October 15th |

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52. Excellent accommodation. First-class Table. Docton and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASUADE MOUN-The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235. The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYEA and St. MICHAEL.

Rates of Passage to other Points on application: A Special Rate allowed to members of Government Service. For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED. General Agents.

Hongkong, 17th July, 1991

Honekaug, 24th August, 1901.

GERMAN IMPERIAL LINE.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON. AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION

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THURSDAY ... 5th September. STEAMERS. PRINZESS IRENE 19th September. THURSDAY ... PRINZ HEINRICH 2nd October. WEDNESDAY 16th October. WEDNESDAY HAMBURG (Hamburg-Amerika Linie) 30th October. WEDNESDAY . 13th November. SACHSEN WEDNESDAL KIAUTSCHOU (Hamburg-Amerika Linie) ... 27th November. WEDNESDAY ... 11th December WEDNESDAY ... 25th December. STUTTGART WEDNESDAY KONIG ALBERT 8th Jan., 1902. WEDNESDAY PRINZESS IRENE 22nd Jan . 1902. PRINZ HEINRICH WEDNESDAY ... 5th Feb., 1902. PREUSSEN WEDNESDAY 19th Feb 1902. HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY WEDNESDAY O'THURSDAY, the 5th day of September, 1901, at Noon, the Steamship "PRINZESS ON THURSDAY, the 5th day of September, 1901, at Noon, the Steamship "PRINZESS ON THURSDAY, the 5th day of September, 1901, at Noon, the Steamship "PRINZESS ON THURSDAY, the 5th day of September, 1901, at Noon, the Steamship "PRINZESS ON THURSDAY, the 5th day of September, 1901, at Noon, the Steamship "PRINZESS ON THURSDAY, the 5th day of September, 1901, at Noon, the Steamship "PRINZESS ON THURSDAY, of the Nordough Education of September, 1901, at Noon, the Steamship "PRINZESS ON THURSDAY, of the Nordough Education of September, 1901, at Noon, the Steamship "PRINZESS ON THURSDAY, of the Nordough Education of September, 1901, at Noon, the Steamship "PRINZESS ON THURSDAY, of the Nordough Education of September, 1901, at Noon, the Steamship "PRINZESS ON THURSDAY, of the Nordough Education of September, 1901, at Noon, the Steamship "PRINZESS ON THURSDAY, of the Nordough Education of September, 1901, at Noon, the Steamship "PRINZESS ON THURSDAY, of the Nordough Education of September, 1901, at Noon, the Steamship "PRINZESS ON THURSDAY, at

SENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and Shipping Orders will be granted till Noon on Tuesday, the 3rd September, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 4th September, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 4th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cabic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesres. Linen can be washed on board.

NORDDEUTSCHER LLOYD. For further Particulars, apply to

MELCHERS & CO., AGENTS. Hongkong, 23rd August, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

TO SAIL ON About 30th | Freight or Passage. (CHUBAN ... C. L. Daniel August SHANGHAI YOKOHAMA YIA Passing through the Inland Sea)

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 16th August, 1901.

OCEAN STEAMSHIP COMPANY.

| # # # # # # # # # # # # # # # # # # # | and the second second | OUTWARDS. | * | · | |
|----------------------------------------------------------|-----------------------|-----------|---|---------------|------|
| GLASGOW and GLASGOW and GLASGOW and GLASGOW and | LIVERPOOL. | " OTTOORS | (| On 12th Septe | mber |

| | "TOORESTRIES! | TO BAIL On 3rd September. On 17th September. On 1st October. |
|-----------------------------------------------------------|---------------------------------|--------------------------------------------------------------|
| LIVERPOOL DIRECT | "ORESTES" | William Party of |
| (Taking Cargo at London Rates) (The S.S. TYDEUS" left Sin | ngapore on the 23rd inst., a.m. | , and is due in Hong. |

ong on the 28th inst., a.m. For Freight, apply to BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co. Hongkong, 17th August, 1901.

CHINA NAVIGATION CO., LIMITED.

| | STEAMERS | TO BAIL. | |
|----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--|
| SHANGHAI | * " CHANGSHA" | On 30th August. | |
| SHANGHAL | "KIUKIANG" | On 31st August. | |
| CHINKIANG & SHANGHAI TIENTSIN | "NANCHANG" | On 31st August. | |
| TIENTSIN | "KANSU" | On 31st August. | |
| KORE & MOJI | . TO OCITE OTHER | On 3rd September. | |
| TIENTSIN | | On 3rd September. | |
| NAGASAKI, KOBE & MOJI MANILA | * "TATYUAN" | On 10th September. | |
| MANILA | THE CALL THE PROPERTY OF THE P | | |
| THURSDAY ISLAND. COOK. | | o zou de tember | |
| TOWN, CAIRNS, TOWNSVILLE, | "TAIYUAN" | On John Septemmer. | |
| BRISBANE, SYDNEY and MEL- | | 1 | |

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. . For Freight or Passage, apply to-

BUTTERFIELD & SWIRE, AGENTS.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Shaughai, Nagasaki, [Tuesday, Sept. 17

Shanghai, Nagasaki, Tursday, Nov. 5.

"AMERICA MARU"

INLAND SEA. YOKOHAMA and HONO-

LULU on TUESDAY, the 17th September,

1901, at Noon, taking Freight and Passen-

gers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and Passengers are allowed to break

Through Passage Tickets granted to Eng-

lines of steamers, and to the principal cities of

EUROPE have the choice of Overland Rail

rautes from San Francisco, including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER AND RIO GRANDE,

and Northern Pacific Railways; also the

CANADIAN PACIFIC RAILWAY on payment of

Passengers holding orders for OVERLAND

CITIES in the United States have, between

San Francisco and Chicago, the option of

the Southern Pacific, Centeal Pacific,

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military.

Diplomatic, and Civil Services, to European

officials in service of China and Japan, and to

to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the

will be received at the Office until 5 P.M. same

address in full; value of same is required.

Collector of Customs at San Francisco.

Queen's Building.

Government officials and their families.

Company's and connecting Steamers.

£4 in addition to the regular tariff rate.

their journey at any point en route.

obtained on application.

on application.

SATURDAY, Oct. 12,

1901, at Noon.

1901, at NOON.

Kobe, Inland Sea, Yo (1901, at Noon,

AMERICA MARU (via

kehama, and Honolulu)

Shanghai, Nagasaki,

Kobe, Inland Sea, Yo-

kehama, and Honelulu)

NIPPON MARU (via)

Kobe, Inland Sea, Yo-

kohama, and Honolulu)

Hongkong Maru (via)

Hongkong, 14th August, 1901.

BOURNE

FASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANTA, &c.) HE Steamship

"EASTERN," Captain Ellis, will be despatched for the above ports on THURSDAY, the 5th Septem-

bar, at Noon, This well-known Steamer is specially fitted for Passengers, and has a Refrigorating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with

the Electric Light. A Stewardess and a duly qualified Surgeon | THE Twin-Screw Steamship

N.B.-Return Tickets issued by this Comwill be despatched for SAN FRANCISCO pany to and from Australia are available for return by the steamers of the China Navigation | VIA SHANGHAI, NAGASAKI, KOBE, Company and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Agents. Hongkong, 28th August, 1901. PORTLAND AND ASIATIC STEAM SHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVI-GATION COMPANY. Operating the New First Class Steamships INDRAVELLI," "INDRAPURA," and "KNIGHT COMPANION,"

between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, ROBE and YOROHAMA. HE Steamship "INDRAVELLI"

will be despatched for Portland (Or.) on o about 10th September, 1901. Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further

information, communicate with or apply to ALLAN CAMERON. General Agent. Hongkong, 23rd August, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE. FOR NEW YORK VIA SUEZ CANAL.

HE Steamship

"ATAKA" will be despatched for the above port on about 10th September. To be followed by the Steamship about 15th October, 1901.

For Freight, apply to SHEWAN TOMES & CO., -Agents. Hongkong, 16th August, 1901.

TO IMPORTERS FROM THE UNITED STATES

THE CHINA MUTUAL STEAM NAVI-GATION COMPANY, LIMITED, having Established a regular service of steamers from Souttle (Puget Sound) to Japan, China and the Philippines, in

conjuction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from

the Pacific Coast and interior points of U.S.A. to the Orient. For further particulars, apply at THE CHINA MUTUAL STEAM NAVI-GATION CO.'s OFFICES, NEW YORK; To the Agents of the Company at Japan. China, Philippines and Straits; FRANK WATTELHOUSE & CO., General

Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAL JARDINE, MATHESON & CO.,

Hongkong, 25th July, 1901. FOR NEW YORK.

HE 3/3 A II American Ship

"MANUEL LLAGUNO" will load during September and October, sailing about 25th October For Freight, apply to SHEWAN TOMES &ICO. Hong kong, lith July, 1901.

VESSELS ON THE BERTH.

S. MAIL LINES

OCCIDENTAL & ORIENTAL S.S. CO. PACIFIC MAIL S.S.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE,

THE OVERLAND BAILWAYS AND ATLANTIC AND OTHER CONNECTING

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG

| 1. | LEGLOSCH SWITTINGS LIGHT HOWGING |
|----|----------------------------------------|
| | "PERU" SATURDAY, Slat Aug., at Noon. |
| ١ | "COPTIC" TUESDAY, 10th Sept., at Noon. |
| | "CITY OF PEKING" |
| | "GAELIC" WEDNESDAY, 2nd Oct., at Noon. |
| ļ | "CHINA" SATURDAY, 19th Oct., at Noon. |
| | "DORIC"TUESDAY, 29th Oct., at Noon. |

THE P. M. S.S. Co.'s Steamship "PERU" will be despatched for SAN FRAN-CISCO via SHANGHAI, NAGASAKI, KOBE. INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 31st August, at Noon, taking Freight for Japan, Susquehanna, Amr. ship. 2,590, Bailey, July 25. Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., the United States and Europe. Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-

LULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic

lines of Steamer ; and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail, route from San Francisco, including, the SOUTHERN PACIFIC, CENTRAL

PACIFIC. UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC. UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval. Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officia's in the service of the Governments of China and Japan TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only)

are confined and will apply only to Missionaries, members of the the Navat and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan. RETURN PASSAGE .- Passengers who do not hold round-trip tickets but who have paid

full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation. Passengers who do not hold round-trip tickets but who have paid full-class fare from the

United States, Canada or Europe, to a port of callin Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of temper cent. from fare to San Francisco or Honolulu. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to

San Francisco, to Atlantic and Inland Cities of the United States, ma Overland Railway, to 'Havana, Trinidad, and Demerara, and to ports in Mexico, Contral and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required, Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$10) gold

or over) destined to points beyond San Francisco in the United States, should be sent to the Companies" Office, addressed to the Collector of Customs, San Francisco. Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is

less than \$100 U.S. gold. For further information as to Passage and Freight, applylto the Agency of the Companies, Queen's Building.

GEO. ECKLEY. ACTING AGENT.

Hongkong, 16th August, 1901.

S.S. PROTECTOR. THE above Steamer will load for the follow-

land, France, and Germany by all trans-Atlantic. ing ports, and will have quick despatch :the United States or Canada. Rates may be SHANGHAI, CHEFOO, and VLADIVOS-TOCK: also PORT ARTHUR if sufficient inducement offers. Passengers holding through ORDERS TO

For Freight, &c., apply to SHEWAN, TOMES & CO. Hongkong, 26th August, 1901.

ALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY. IN CONNECTION WITH THE

TCHESON, TOPEKA AND SANTA FE RAILROAD CO. PROPOSED SAILINGS FROM UNION PACIFIC, DENVER AND RIO GRANDE, HONGKONG TO SAN DIEGO and other direct connecting Railways, and from AND SAN FRANCISCO. Chicago to destination the choice of direct lines. HONOLULU. Particulars of the various routes can be had

VIA INLAND SEA OF JAPAN AND TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND

HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. " CARLISLE CITY." On 15th Sept. Through Bills of Lading issued for trans-

S.S. "STRATHGYLE" On 15th Oct. portation to Yokohama and other Japan Ports, THE Steamship "CARLISLE CITY" will

SAN TRANCISCO VIA MOJI, KOBE and YOKOHAMA on SUNDAY, the 15th Sep- Crown of Arragon, British str., 1,474, Dorward,

in the United States. Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages day; all Parcel Packages should be marked to time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo desfined to points beyond San Diego, should be Kaga Maru. Jap. str., 3,460, Ekstrand, Aug. sent to the Company's Office, addressed to the 24. Nippon Yusen Kaisha Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Collector of Customs, San Diego. Office in Scaled Envelopes, addressed to the For further information as to Freight er

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

are prepared to issue THROUGH BILLS

CALCUTEA for CAPE PORTS every fortnight.

deneral Agents for China and Japan.

DODWELL & CO., LIMITED.

For Freight and further particulars.

Hougkong, 4th August, 1897.

Passage, apply to BUTTERFIELD & SWIRE, For further information as to passage and Agonts, Freight, apply to the Agency of the Company, Hongkong, China and Japan. Hongkong, 28th August, 1901.

GEO. ECKLEY,

Acting Agent .-Hongkong, 26th, August, 1901.

NOT RESPONSIBLE FOR DEBTS.

OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour :-I. F. CHAPMAN, American ship, Chapman .-

Arnhold, Karberg & Co. L. Schepp, American ship, C. S. Kendall,-Carlowitz & Co. SEA WITCH, American ship, Howes -- Master

FOR NEW YORK. TIME 3/3 A II American ship

"L. SCHEPP" Captain Kendall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September. For Freight, apply to CARLOWITZ & CO.

Hongkong, 18th July 1901.

FOR NEW YORK.

THE 3/3 A.I.I. American ship

"I. F. CHAPMAN," having arrived, is now ready to load for the above port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & CO. Hongkong, 12th August, 1901.

> HONGKONG. STEAMERS.

Ailsa Craig, Brit. str., 1,200, Robertson, Aug. 26, M. B. Kaisha Anping Maru, Jap. str., 1,058, Atsumi, Aug. 24, Mitsui Bussan Kaisha Ariake Maru, Jap. str., 2,193, Susiki, Aug. 26, M. B. Kaisha Athenian, British str., 2,440, Mowatt, Aug. 23, C. P. R. Co

Braemar, British str., 2,316, Watt, Aug. 26, Dodwell & Co., Limited be despatched for SAN DIEGO and Clara, German str., 675, Uldrup, Aug. 26, Jebsen & Co

Aug. 20, Gilman & Co Through Bills of Lading issued to any point Daigi Maru, Jap. str., 980, Kitano, Aug. 26, Cargo will be received on board until 5 P.M. Daphne, German str., 1,290, Schipper, Aug. 27,

> 26, Shewan, Tomes & Co Empress of India, British str., 3,000, Marshall, Aug. 20, C. P. R. Co Hakata Maru, Jap. str., 3,816, Sommer, Aug.

27, Nippon Yusen Kaisha Hanoi, French steamer, 768, Merlees, Aug. 26, A. R. Marty Hipsang, British str., 1,040, Crockett, Aug. 27, Jardine. Matheson & Co [14 Katsuyama Maru, Jap. str., 405, Hayashi, Aug

20. Chinese Loosok, German str., 1,020, Fuchs, Aug. 21, Butterfield & Swire Onsang, British str., 1,787, Davis, Aug. 16, Jardine, Matheson & Co

I in CHINA and JAPAN for the above Ling. Peru, American steamer. 3,528, August 23, P. M. S S. Co Neither the Captains, the Agents, nor the OF LADING for all the principal ports in Phra C. C. Klao, German str., 1,012, Unsworth, SOUTH APRICA, in connection with INDO-CHINA STIAM NAVIGATION Co.'s fortnightly Phranang, German str., 1,200, Calder, Aug. 26, Melchers & Co

service hence to CALCUTTA. Sailings from Pronto, German str., 632, Grandt, May 29, Siemssen & Co Protector, Norw. str., 1,669, Thorsbensen, Aug. 26, Shewan, Tomes & Co Rein, Norw. str., 725, Hans Olson, Aug.

Tailee, German steamer, 828, Calender, Aug. 26, Meyer & Co

Taksang, British str., 977, Baker, Aug. 26, Jardine, Matheson & Co Toonan, American str., 956, Blethen, Aug. 25, Douglas Lapraik & Co Trigonia, British str., 1,069, Powell, Aug. 21,

Arnhold, Kurberg & Co Victoria, American str., 2,112, Panton, Aug. 1, Dodwall & Co., Limited Wongkoi, German str., 1,108, Hartling, Aug. 24,

Butterfield & Swire Yuensang, British str., 1,128, Rolfe, Aug. 25, Jardine, Matheson & Co

SAILING VESSELS.

Coleste Burrill, British ship, 1,764; Jefry. May Francois Coppel, French barque, 1,726; Donet, July 28, E. A. Trading Co., Limited Geo. Valentine, Fren. bark, 766, Harbert, Aug. 23, Order

Holliswood, Amr. bark, 1,084, Knight, June 14, I. F. Chapman, Amr. ship, 2,013, Chapman, Twoed, gunboat, 362 tous 3 guns, 200 h.p., in Aug. 10. Arnhold, Karberg & Co Launberga, Brit. bark, 1,215, McDougail, Aug.

14. Master L. Schepp, Amr. ship, 1,673, Kendall, July 5, Carlowitz & Co Manuel Liaguno, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co M. de Villars, French bark, 1,171, Rional, May 31. E. A. Trading Co., Limited Son Witch, Amr. ship, 1,172, Howes, Feb. 21.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boaot, 1,700 tons, 10 guns, 3,000 h.p., Coundr. C. G. F. M. Cradock, at Algerino, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shaughai Arethusa, cruiser, 4,300 tens, 10 guns, 5,000

h.p., Captain J. Startin, Woosung Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Chinking Astraea, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai Aurora, cruiser, 5,600 tons, 12 gans, 8,500 h.p.

Capt. E. H. Bayly, C.B., at Woosung Barfleur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G.J.S. Whrronder, at Weihaiwei Blenheim; 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C. M.G., at Woosning Bramble, ganboat, 710 tons, 6 gaus, 1,300 h.p.,

Lieut.-Comdr. M. Leake, at Wuhu Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Hankow Britomart, gumboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. E. A. Baird, at Weihniwei Dapline, sloop, 1,140 tons, 8 guns, 2,000 h.p.,

Comdr. Wm. C. Pakenham, at Amoyo Dido, cruiser, 2nd class, 5,600 tons, 11 guis. 9.600 h.p., Capt. P. F. Tillard, at Hongkong Ecilpse, orniser, 5.600 tons, Captain Stokes, at Amoy

Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Weihniwei Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-

Comdr. W. F. Blunt, at Shanghai Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong Firebrand, gunboat. 455 tons. 4 guns, 360 h.p. Lieut. Comdr. C. P. Beatty Pownall, at

Glory, battleship, 12,950 tons, Captain W. A. Carter, at Weihaiwei

Gobath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nanking Handy, torpedo-boat destroyer. 260 tons, 6 guns, 4.000 h.p., Lieut.-Comdr. G. C. Hardy, at Shanghai

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Shanghai Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600

h.p., Capt. Chas. Windham, at Hongkong Janus, torpedo-heat destroyer, in reserve, at Kinsha, river gunboat, Lleut.-Comdr. G. B

Powell, on Yangtsze Lizard, gumboat. 715 tons, 6 gums, 1,000 h.p., Lieut. John C. Watson, at Amoy .

[1414 Ocean, battleship, Hon. A. G. Curzon Howe, at Weihaiwei Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p.,

Capt. J. H. T. Burke, C.B., at Woosung P. Mausel, at Weihaiwei Phoenix, sloop, 1.015 tons, 6 guns, 1,400 h.p., Printed in Colours. Price 81.

Comdr. W. H. Nichelson, at Hongkong Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Liout. Com. A. H. Oldham, at Canton

Sullberg, German str., 782, Jessen, Aug. 24, | Pique, cruiser, 3,600 tons, 8 guns; 7,000 h.p., Capt. H. C. Reynolds, at Weihniwei
Plover, gunboat. 453 tons, 6 guns, 1,200 h.p., Lient. Comdr. Cowper, at Kinking Rambler, surveying-ship, 583 tons, Capt. Morris H. Smyth, at Hongkong

Redpole, gunboat, 855 tons, 6 guns, 720 h.p., Lieut.-Comdr. Chas. F. Corbett, Kiukiang Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lieut.-Comdr. Godfrey G. Webster, West

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Singapore Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Carc, on West River Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. R. W. Dalgety, at Shanghai Brizoux, French ship, 1,400, Gourio, Aug. 7, Swift, gun-vessel. 756 tons. ! guns, 870 h.p., in reserve, at Hongkong Taku, torpedo-boat destroyer, 250 tons, in re-

serve, at Hongkong Talbot, cruiser, 5,600 tons, Capt. F. G. Stopford, at Yokohama

Tamar, receiving ship, 4.600 tons, 6 guns, Commodore Francis Powell, C.B., at Hongkong Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei Reserve, at Hongkong Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieux.-Comdr. W. O. Lyne, at Hongkong

Wivern, const defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong Whiting torpedo-boat destroyer, 360 tons, 6g uns, 5,900 h.p.; Lieut, and Coudr. Mackensie, nt Weihaiwei Woodcock, gunboat, 150 tons, 2 gans, 550 h.p.,

Lieut.-Comdr. H. W. R. Watson; at Woonung

DUINART PERE & FILS, REIMS Established 1719. CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO. Sole Agents.

Hongkong, 17th May 1895; R. J. REMEDIOS. MOREIGN- AND COLONIAL STAMP

No. 37. CAINE ROAD, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory refer-

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THE NEED

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THE SANITARY CONDITION HONGKONG

> (A REPLY TO THE OFFICIAL MEMORANDA).

"SCRUTATOR." With Articles Reprinted from the "HONG-

KONG DAILY PRESS. Price 10 cents Copies of both Pamphiets bound in Half-

leather Cases, Lottered, \$1.25. On Sale at this Office, Local Booksellers, and H. RUTTONJKE's Store, Kowloon.

Hongkong, 19th August, 1991, KOWLOON EXTENSION.

NEW MAP of HONGKONG, KOW-LOON and ADJACENT TERRI-TORIES showing the Boundary under the Otter, torpedo-baot destroyer, Lieut. Comdr. C. Now-Convention, with the Towns, Villages, No. Prepared from Authoritative Sources and To be had at Messrs. KHLLY & WALSH, LD.

Daily Press Office. Hongkong, 28th October, 1898.



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ON SALE.

the day previous to sailing. Parcel Packages Siemssien & Co will be received at the Office until the same Diamante, British str., 1,254, Rattenbury, Aug. CHRONICLE AND DIRECTORY

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c.,

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, Just each Colony Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which

will serve as accurate Gurdes for the Tourist, giving every detail in connection with The Information in these Descriptions, consisting of a hundred interesting articles, parked

the places, their . History, Topography, &c., &c. with facts concisely sec out, and containing statistics of the TRADE of each Country and

Port, would alone suffice to fill a large volume.

and may be expected here on or about Friday, the 30th inst.

| and may be expected here on or about Friday, the | ILL CLOSE. | |
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| FOR | PER | DAY AND HOUR. |
| grander to be a larger of the first of the f | Honam | Wednesday, 28th, 7.30 A.M. |
| | Edition | Wednesday, 28th, 9.00 A.M. |
| Bangkok | Hanoi | Wednesday, 28th, 9.90 A.M. |
| Holhow and Halpinnik | Naochate | Wednesday, 28th, 10.00 A.M. |
| Quang-chow-wan | Sallberg | Wednesday, 28th, 10.00 A.M. |
| | | Wednesday, 23th, 10.00 A.M. |
| | | Wednesday, 28th. |
| SHANGHAI, NAGABAKI, KOBE, YOKOHAMA, | | Registration 10.00 A.M. |
| VICTORIA and VANCOUVER, B.C. | 1 | (Registration with late |
| (Supplementary mail on board up to the | Empress of India | fee of 10 cents, up to |
| time fixed for departure of the mail. | | 10.45 A.M.) |
| time fixed for departure of the | | Letters 11.00 A.M. |
| Extra Postage 10 cents.) | L. | Wednesday, 28th. 1.15 P.M. |
| Mucao | Heungshan | Welliesday, soun, 1.10 F.m. |
| 1 D. l-l. & i | LANGE A MANAGE CANAGE A REPORT CONTRACTOR | Wednesday, 28th, 5.00 P.M. |
| Canton | Fatshan | Wednesday, 28th. 5.00 P.M. |
| Canton Swatow | Hailoong | Thursday, 20th, 10,00 A.M. |
| Manila : | Diamante | Thursday, 29th, 4.00 P.M. |
| Winter It. | | Friday 39th, 3.00 P.M. |
| Manila | | Friday, 30th, 4.00 P.M. |
| Shanghai | Omingent | Saturday, 31st, |
| SHANGHAI, NAGABAKI, KOBE, YOKOHAMA, | 1 | Registration 9.45 A.M. |
| HONOLULU and BAN FRANCISCO | | (Registration, with late |
| (Supplementary mail on board up to the time | Peril | fee of 10 cents, up to |
| (Supplementary man on board up to the trail | | |
| fixed for departure of the mail. Extra | | 10.39 A.M.) |
| Postage 10 cents) | ! | Letters, &c 10.45 A.M. |
| | 1 | Saturday, 31st, |
| To die ate Tutinavia | | Circulars 8.00 A.M |
| EUROPE, &c., India via Tuticoria | | Registration 9.45 A.M |
| (Late Letters 10.55 to 11.15 A.M. Extra | 3 | (Registration, with late |
| Postage 10 cents.) | Mussilie | fee of 10 cents, up to |
| (Supplementary mail on board up to the | 4 1 | 10.30 A.M.) |
| time fixed for departure of the man. | | Papers 10.15 A.M |
| Extra Postage 10 cents.) | | Letters 10.45 A.M |
| | 1 7 7 1 | Saturday, 31st, 4.00 P.M |
| Chinking and Shanghai | . Kinking | 1 Ct . 1 1 111.4 1 (10) to 10 |
| Wintern | . Tuttermand. | C toulant Mat Like B N |
| Walnum Mail | - Tittitute | Saturday, illst, 4.00 P.M |
| Shanghai, Moji. Kobe, Yokohama, Victoria. | Para Mana | Monday, 2 Sept., 00 P.M |
| Shanghal, moli. Love, | Kaya Maru | |
| B.C., & Seattle Nakasagi and Vladivostock | . Daphne | Tuesday, 3 Sept., 11.00 A.N |
| Nakasagi and Vindivoncock. | Braemar | Tuesday, 5 Sept., 11.50 A.m |
| Moji, Kobe, Yokohama, Victoria, B.C., & Tacom | . Foochow | 1 m. Leas 2 Court (NI D. W. |
| (Fline tour | . TOURITY | Tribunation of Clause College |
| Nagasaki, Kobe and Moji | 1 All modern | |
| Take Volcolumn Victoria and Vancouver, D. C. | ed Actionates everes ever- | |
| Triange Post Thurwin Thursday Island, Cook. | | 1 |
| town, Cairns, Townsville, Brisbane, Sydney | Eastern | Thurs, & Bept, 10,00 a. |
| and Melbourne | i and the second | i |
| SHIE WASHOUT TO THE SHIP SHIP SHIP SHIP SHIP SHIP SHIP SHIP | | Thursday, 5th Sept. |
| | | Registration 10.00 A.1 |
| EUROPE, &c., India via Tuticoriu. | 3 E | (Registration, with la |
| (Late Letters 11.10 to 11.30 A.M. Extra | Prinzess Irene | fee of 10 cents, up |
| (Late Lieuters 11.10 to 11.10 | | 10:45 A.M.) |
| Postage 10 cents.) | | Letters, &c11,00 A. |
| The state of the s | 1 | Licensia, there is a series |
| Manila, Thursday Island; Cooktown, Cairns, | | The star Sant 10 400 p |
| Danies, I harshay Island, Swinger and Mol- | Taiyuan | Tuesday, Sept. 10, 4.00 P. |
| Townsville, Brisbane, Sydney and Mel- | | |
| bonrne | Appendix of section (149) is the second of the party of the second of t | the same of the sa |
| TO-DAY. | HT | E INDIAN MAIL. |
| NI Danie Hames Harbor | Chi Indo Chir | n steamer Suisang, from Co |
| Sale, Stores, Sales Rooms, Messis, Hughes | lantta and the St | raits, left Singapore for the |
| Hough, 11 a.m. | nort on the 22nd | inst., at 6 p.m. |
| FITCH MILDISCRELLY VV | | RCHANT STEAMERS. |
| Sale, Furniture, No. 5, Knutzford Terra | Ce, ME | steamer Airlie, from Syl |

LO-WORKOM Sale, Furniture, No. 5, Knutzford Terrace, Kowloon, Mr. Geo. P. Lammert, 2,45 p.m. COMMERCIAL.

| | CLOSING QUOTATIONS. | |
|-----|------------------------------------------|------------------|
| | 27th Aug | ust. |
| | ON LONDON. | |
| | Telegraphic Transfer | 4 |
| | Pank Bills on demand | 16 |
| | Bank Bills, at 30 days sight1/1 | lg . |
| 1.1 | To a la Dilla at 4 months surlly and the | 1.00 |
| | Charlista at A months (Sight) | 1 4 |
| | Documentary Bills, 4 months sight 1/1 | lin, |
| | Out Dante | |
| | Danie Bille on dernand | |
| 3. | Credits, at 4 months' sight2.4 | |
| 0 | ON GREWANY | |
| | On demand | S2 |
| | ON NEW YORK. | |
| | Book Bills on demand | |
| | Credits, 60 days' sight | |
| | Ov Power (| |
| | Tolographic Transfer | |
| | Bank, on demand | 2 |
| | ON CAROUTERA | |
| 1 | Wolcowanhia Transfer | 4 |
| | Bank, on demand | 5 |
| | Ori Burnayar | |
| | Bank, at sight | |
|) · | Bank, at sight | |
| | On Yokohama | |
| - | On demand | .c. pu |
| | ON MANILA. | |
| | On demand34 | թ.Ե. թւ |
| | On Singapore.— On demand | |
| 1 | On demand |).c. pr |
| | | |
| | On BATAVIA.— On demand | I K |
| | ON HAIPHONG:- | 13 45 353 |
| 4 | On HAIPHONG:- | ը. . . իյ |
| | Chr. Salcon | £. |

UN BALGON :-

ON BANGKOK:

OPIUM. 27th August. Quotations are: Allow'ce net. to 1 catty. Malwa New\$860 to \$870 per picul. Malwa Older\$910 P. P'per-wrapped...\$800 Persian fine quality \$830 Persian extra fine... -Patna New \$952} Benares New \$925 to8947 Renares Old.

Sovereigns, Bank's Buying Rate ... \$25.20

Gold Leaf, 100 fine, per tael\$53.25

BAR SILVER, per oz.27

VESSELS EXPECTED.

THE ENGLISH MAIL The P. & O. steamer Chusan left Singapore for this port on the 24th inst., at 4 p.m., with the outward English mails, and is due here tomorrow, at about 5 p.m. THE GERMAN MAILS.

The Imperial German mail steamer Preussen, carrying the German mails with dates from Berlin of the 5th inst., left Colombo on Friday, the 23rd inst., p.m., and may be expected here on or about Tuesday, the 3rd prox.

The Imperial German mail steamer Prinzess Irene left Kobe via Nagasaki, Shanghai and Foochow on the 25th inst., p.m., and may be expected here on or about the 4th prox.

THE AMERICAN MAILS. The O. & O. steamer Coptie, with mails, &c., from San Francisce to the 2nd inst., via Honolulu, has arrived at Yokohama, and left for this port via Inland Sea, Kobe, Nagasaki and Shanghai on the 22nd inst., a.m. The T.K.K. steamer America Maru, with

mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 10th inst. The P.M. steamer City of Peking, with mails,

&c., left San Francisco for this port via Hono-Julu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 22nd inst.

LARGE STOCKS OF EVERY DESCRIP. THE CANADIAN MAIL Vancouver on the 20th inst. for Hongkong via Address Care of Messes Kwong Sang & Co., Thermon, 1 r.m., 85 Therin, Minimum over No. 144, DES VŒUX BOAD. the usual ports of call.

JOINT STOCK SHARES. Hongkong, 27th August.

PAID UP. | QUOTATIONS. COMPANY. Banks-Hongkong & S'ha London £60, 10s. China & Japan, ordy. Do. deferred £1 £5, 5s. Natl. Bank of China 23 \$23, buyers A. Shares £3 £28, buyers B. Shares £1 515, sellers Foun, Shares... Bell'a Asbestos E. A... Campbell, Moore & Co. \$15 \$38, sellers

\$20 |\$20, nominal

\$10- **5**91, sales

\$50 850, nominal

\$7 \$8, buyers

\$50 him, sales & buy.

\$50 |\$280, ex div. buy.

\$50 \$1724, buyers

\$50 \$175, sellers

\$25 \$60, sellers

\$50 |\$5121, buyers

\$60 \$1221, sellers

\$50 \$340, sales & buy

\$20 \$52, sellers

£25 Tls. 175.

\$20 nominal

\$100 \$193, sales

310 \$13, buyers

\$30 \$30, buyers

\$50 |\$51, sales

\$100 \$30, sollers

\$50 \$50, sellers

25c. 14 cents.

\$1 \$11.

\$50

£10 £12.

£10 £12.

£5 £7.

\$50 \$52, sellers

£10 \$136, Bales

\$37 | nominal

\$15 5341, sellera

£1 £2.12.6, sellers

\$24}, buyers

\$4 \$10 sales & buyers

\$20 \$193, ex div. buy.

\$91, buyers

nominal

nominal

50 3 5244, huyers

\$10 |310, nominal

350 \$50, nominal

13/10 512, sellers

Su \$51, cale & sellers

Chima-Borneo Co., Ld. china Light and Power Co., Ld. ...) China Prov. is & M... China Sugar Cigar Companies --Albambra, Ld. \$500 \\$1,500, nominal Philippine Tobacco Trust Co., Ld ... 5 Cotton Mills-International.

Tls. 100 [Tls. 42], soilers Tis. 100 Tis, 25, sellers Laou Kung Mow Tls. 100 Tls. 40, sellers Soychoo Tls. 500 Tls. 300, sellers Yahloong fls. 100 Tls. 121. Hongkong Dairy Parm 325 555, Bellers Fenwick & Co., Geo ... 310 |321, Bales Green Island Coment .. H. & C. Bakery 219 3140, sales & buy Hongkong & C. Gas ... \$10-\$121, sales & buy. Hongkong Electric 50 Sol, buyers H. H. L. Tramways ... \$50 \$126, ex div. buy.

Hk: Steam Waterhoat Co., Ld. Hongkong Motel Hongkong Ico II. & B. Wharf & G. Hongkong Rope H. & W. DOCK insurance-Canton..... E China Fire China Traders' Hongkong Fire North China Straita Union

Yangteze Land and Building-Hougkong Land Inv. Humphreys Estate Kowloon Land & B. West Point Building Luzon Sugar Manila Invest. Co., Ld. Mining-Charbonnages Fcs. 250 \$325. Queen's Mines, Ld...

Olivers Mines, A. ... Punjom Do. Preference ... New Amoy Dock Oriente Hotel, Mazila, Powelli, Ld. -.... Robinson Piano Co., Ld. Steamship Coys .-China and Manila ... China Mutual Pref., China Ordinary

The E. & A. steamer Airlie, from Sydney,

The O.S.S. steamer Tydens left Singapore

The N.Y.K. steamer Kagoshima Maru (Bom-

bay Line) left Bombay via Colombo and Singa-

pore for this port on the 17th inst., and is

The B.L. stenmer Salsuma, from New York,

left Singapore on the 13th inst., for Manila and

Liverpool, passed the Canal on the 13th inst.,

Yokohama for Hongkong on the 24th inst.

Yokohama on the 24th inst. for this port.

Dalay on the 19th inst.

kong, China and Japan.

lon, Glancus.

and Vladivostock.

The C.M. steamer Moyune, from Glasgow and

The N.P. steamer Duke of Fife sailed from

The P. & A. steamer Indravelli sailed from

The N.P. steamer Queen Adeluide, sailed

The N.P. steamer Olympia sailed from Tacoma

The steamer Richmond Castle sailed from

New York on the 24th ult. for Straits, Houp-

The steamer Oronsay, left New York on the

The C. and O. steamer Carlisle City left San

Diego on the 1st inst. for Hongkong via Japan

STEAMERS-PASSED_THE_CANAL.

Wittenkind. 2nd Aug.-Kitai, Triesie, Ty-

deus. 6th Aug. - Benmoler, Radnorshire,

Freiburg. 9th Ang. - Pyrrhus, Langbank,

Innerdate. 13th Aug.-Canton, Mogune.

Palawan, 20th Ang. - Kherson, Malayo.

Tadrani, 23rd Aug.-Annam, Ixion.

PASSENGERS.

MERCHANT NAVY

LELIANCE CROWN

CARBOLINEUM-AVENARIUS

Hongkong, 31st August, 1897.

USED FOR OVER TWENTY YEARS.

ARNHOLD, KARBERG & CO.,

LUTGENS, EINSTMANN & CO.,

SURGEON DENTIST,

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

生說

BANG & CO.,

COAL MERCHANTS,

have always on hand

TION OF COAL

Consultation Free.

Hongkong, 23rd September, 1891.

Sole Agents.

Sole Agents for Chins,

NAVY BOILED

LONG FLAX

TARPAULING

Rot, and Dampness.

CIENTING.

ARRIVED.

Prometheus, Nurnberg.

OUTWARD .- 30th July .- Glenartney, Bahia,

21st inst. for Straits, Hongkong, China and STATION.

for Japan and Hongkong on the 24th inst.

from Tacoma for Hongkong via Japan and

expected to arrive here on the 4th prox.

&c., left Port Darwin on the 21st inst. for

on the 23rd just., a.m., and is due in Hongkong

Manila and Hongkong.

on the 28th inst., a.m.

Hongkong.

Douglas Steamship H., Canton and M. Indo-China S. N. ... ShellTransport and Trading Co Star Ferry Tebrau Planting Co ... and may be considered due at Singapore on er

United Asbestos Universal Trading) Wanchai Warehouse ... Watkins, Ld

\$10 \$10.00, unles & sell. \$10 \$16, sellers VERNON & SMYTH, Brokers.

THE WEATHER. CHINA COAST METEOROLOGICAL REGISTER, 20th AUGUST, P.M.

Nagawaki ... Taihoku Taichu Koshan Gutzkill 51 - E 3 0 74 | BE | 3 | c 93 71 - 0 b Hongkong 4 p. Vie tu Peak .. Gap Rock " - ENE 1 Haiphong ... 1 p.

Preussen. 16th Aug. - Awa Maru, Ulysses, Marianne. 23rd Aug.-Agamemnon. Cry-Sharp Peak HOMEWARD.-16th Aug.-Java. 20th Aug.-ABRIVALS AT HOME. - 23rd Aug. - Glemertney, 29.30 86 71 wsw 3 Manila 4 p. Per Hakata Maru, from London, for Hong- Malate 3 p. - | - | wsw 2 | b kong, Messrs. J. P. Jordan, F. Wilder, Hol- Bacolod 29.84 84 - 8E 1 bq lings, C. O'Brien, Delfs, Neave, and Strong; Iloilo 29.52 87 - SW 2 C for Kobe, Mr. Persch; for Yokohama, Messrs. Cebu . _ _ BW 3 0 B. Thomson, A. Pfennigsdorff, T. Kenderdine C. S. James and N. Takata, Mrs. K. Tatsuno, and Miss T. 27th AUGUST, A.M. Vdivostock 7 a.

TAVID CORSAR & SON'S Lagoshima 0 -Taihoku ... ba. CANVAS - - 0 -Taicha - NW 4 Tainan Koshun Pescaciores 29.96 80 82 NE 3 ev Gutzlaff ... 9a. 29.81 85 83 - 0 0 Sharp Peak; " 81 83 gw 2 e - w 1 b 92 Swatow 29.87 87 80 - 0 b Throughly reliable preservative, for Wood. Canton 29.87 81 77 E 1 0 Hongkong ... 10 a. and Stone against White Ants, Decay, Fungus E 1 -Victua Peak - 0 -Gap Rock ... " SE I Haiphong ... 7 a. 75 wsw — Manila 10 a.

_ i - | - | 01 e Malate 9 a. Bacolod 29.94 82 - - 0 0 Iloilo 83 C. S. Janus 7 a.

On the 27th at 11,55 a.m. The harometer has faffen slightly in the North, risen a little in the South, Pressure remains near the normal at all stations, with slight, gradients for NE winds over the E coast of China, and for BW winds over the China Sea. Forecast :- variable winds, light; fair.

MESSES. FALOORER & Co.'s Ergister, 27th Aug. Barometer 9s. m ... 29.85 Therm. 94.M. (Wet bulb) 80 Barometer 1P. m. .. 29,92 Thorm. 1 P.M. (Wet bulb) 80 Barometer 4 r. m., 29.76 Thorm, 4 r.m. (Wet bulb) Su

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| | day 4 Pour | at 10 a.m. | at t.p.m. |
|--------------------------------------------------|--------------------------------|---------------------|-------------------|
| Sarometer Temperature Lumidity Direction of wind | 20.77 81 81 88 88E | 99.87 81 E | 29.77 35 74 |
| Weather | | 0.01 | <u> </u> |
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PROPOSING. Many men find it the hardest thing in the world to propose. "A swain went one evening to the cottage of his beloved. She was seated by the fire, knitting, a cat at her feet. After a long silence he took the oat on his knees, and stammered out Passy, ask Lizzie if she'll marry me. Lizzie blushed, hesitated, then said Pussy, you can tell Jamie I'll take him.

ENGAGED. "Proposing to a girl, which was the subject of our last paper, is easy, indeed quite nice, compared to proposing to her father for her. For fathers find their daughters great resources and are not, in this case, anxious to husband their resources. THE WEDDING and the HONEYMOON. A parish clerk said to the elergyman who was adding a homily to the marriage service : Please to cut it short, sir, they ve got the

cab by the hour. MARRIED A LEAR. "The advice drive gently over the atonos, which is frequently given to inexperienced whips, may be respectfully suggested to the newly married. The first evil ahead which should be marked dangerous is the first.

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